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## ANNEX TO CENTRAL ELEVATOR B AT CHICAGO.

When Central Elevator "B" at Chicago was first built about 30 years ago, it had a capacity of 1,500,000 bushels. This was a very large elevator for those days; in fact, it was the largest elevator at that time in the West, and its erection was accordingly looked upon as a remarkable achievement. Now, however, with our 3,000,000-bushel houses the greatness of Elevator "B" has long since departed.

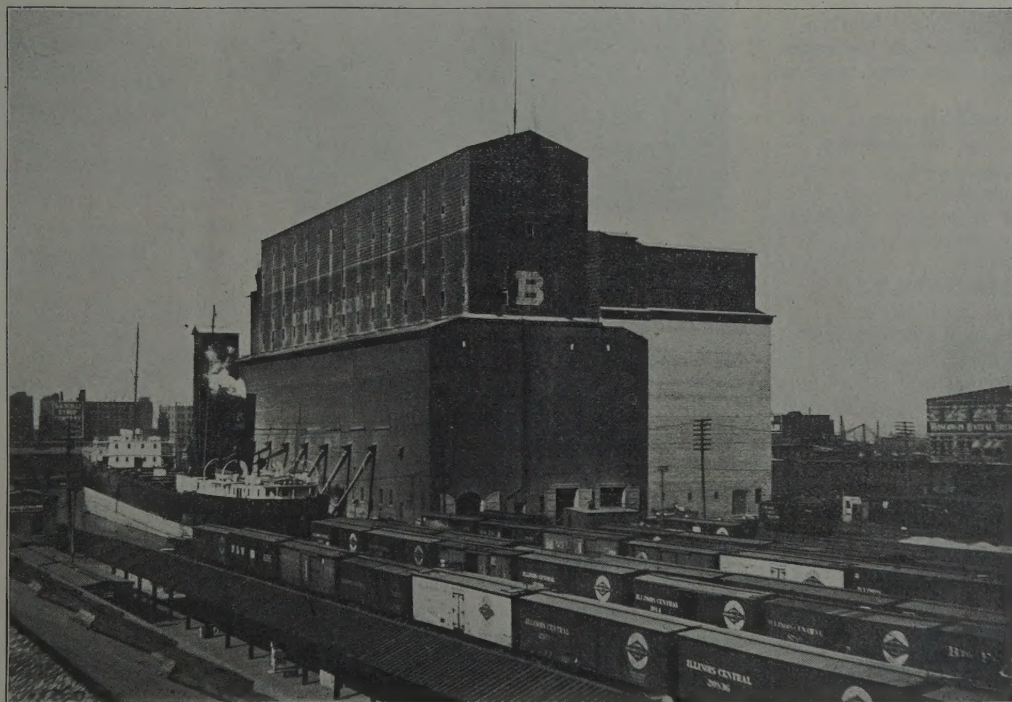
The movement of grain through Chicago has necessitated a larger capacity for the Central Elevator Company, however, and that company has just increased the capacity of this elevator to 2,500,000 bushels by means of the annex shown in the picture.

The elevator was built originally by Sturges, Buckingham & Co. on the ground of the Illinois Central Railroad's right of way at the foot of South Water street. It is advantageously situated on a slip near the mouth of the Chicago River and within a stone's throw of Lake Michigan. The house remained in the hands of the Buckingham people until 1886, when it became the property of the Illinois Central Railroad and was operated by the Central Elevator Company.

In October, 1901, the company decided to increase the capacity of the elevator and awarded the contract to Geo. B. Swift & Co. for a new addition to be built after plans prepared by the engineering department of the Illinois Central Railroad Company. The new building is of the same style of construction as the old house, viz., crib construction with brick veneer. The old house is 300x100 feet and is now 168 feet in height from the foundation, an addition having been built to the cupola of 33

feet. The new addition is built on the east side of the old elevator and is 65x300 feet in size and 90 feet in height.

All the old machinery was removed from the old elevator, and it, as well as the new elevator, is equipped with a modern line of machinery from the shops of the Webster Manufacturing Company. While the old house was a storage house only, an important change has been made by converting it



NEW ANNEX TO CENTRAL ELEVATOR B, AT CHICAGO.

into a cleaning elevator as well, and for this work there is, on the first floor of the new building, a full line of Monitor Clippers and Cleaners from the works of the Huntley Manufacturing Company. A new power plant of 150 horsepower has also been installed, and in every particular the elevator has been brought to a thoroughly modern condition.

The Peoria police on August 30 secured the conviction of two boys charged with stealing grain from cars in the C. & N.-W. yards. They will go to the reform school. Two others will be held for trial in the criminal court.

## THE CENTAL RETAINED AT SAN FRANCISCO.

The new rules for the San Francisco Merchants' Exchange in force and effect on September 1 retain the cental grain unit, the rules having been adopted by a postal card vote of the members.

This rather surprising action, in the face of the fact that the avoirdupois cental unit is used no-

where except at San Francisco, is attributed to the influence of the "Big Four," so called, locally, or the leading grain exporters from that port, who are supposed to be benefited by the natural "muddle" arising from the use of a unit for their purposes not in general use by grain growers.

The same combination of interests in that market recently attempted to change the terms of the grain charter party so as to give the charterers the right to designate the stevedores. As these grain charterers are also themselves stevedores their purpose was obvious. The movement was met by a quick action by the Liverpool and the Clyde Shipowners' Association, who "ob-

tained a legal opinion at San Francisco and are advised: (1) That the charterers themselves have no right to designate the stevedore; (2) that the charterers have no right to reject the stevedore named by the captain without cause, and that their approval or disapproval must be exercised in a reasonable and not a capricious manner; (3) that in all probability it would be held by the courts that the objection recently taken by charterers to stevedores who have for many years loaded British ships is made on insufficient grounds. The committee of the association suggests that those members who have ships lying in San Francisco, or about to



arrive there, should not allow the charterers to nominate the stevedore, either directly or by rejecting competent firms when dominated by the captain." At the proposed higher rate for stevedoring, which was an increase of six cents per ton, all to be done by the "Big Four's" own company, the difference to shippers would be large. For loading a ship carrying 2,000 tons, the increased cost would be \$120 for the stevedoring. In addition, the new and arbitrary charge of 60 cents per ton for stiffening would amount to the same, \$120, making the total extra charge of \$240 on a 2,000-ton cargo. This would have been clear profit.

### NO. 2 HARD WHEAT.

The directors of the Chicago Board of Trade on August 18 disapproved of the petition to make No. 2 hard wheat deliverable on contract, assigning the following reasons:

"It is rarely the case that No. 2 hard winter wheat is of superior quality, and if such wheat should be declared regular and deliverable on contracts, unless it was of the highest quality, it would create a strong prejudice against 'contract wheat.'

"Moreover, your directory finds that the hard winter wheat which is tributary to Chicago is to a greater or less extent of a hybrid, or mongrel, character, and that the best quality of this wheat is tributary to the Gulf ports.

"Again, St. Louis has thoroughly investigated the project of making No. 2 hard winter wheat regular, and has decided that it is inexpedient to make it a 'contract,' or 'regular,' grade in that market.

"Again, in New York the experiment is being tried of making No. 2 hard winter wheat regular on paying a penalty of 2 cents per bushel.

"It is the opinion of your directory that where there are several grades of grain made deliverable as 'contract' grain, the market price of such 'contract' grain will be determined by the value of the poorest quality of grain deliverable as such 'contract' grain; and the facts show that No. 2 hard winter wheat has usually sold below the prices obtained for the grades that are now deliverable as 'contract wheat.'

"Your board of directors considers that it is unadvisable and injudicious to add the grade of No. 2 hard winter wheat to the grades of 'contract wheat' as set forth in said section 3 of rule 22."

The members of the board by vote on September 8 approved this action by 195 majority.

### OPENING IN MANITOBA.

Wheat price quotations at Winnipeg have been for new wheat since August 29, when new grain began to arrive in quantity. The first purchases were made for milling purposes. The start with the new crop is ten days later than a year ago, when the first car arrived on August 19.

The samples of new wheat received at the grain inspector's office, while good, had some bad points. That is, the wheat looks thin, and was just a trifle off color. This was not considered any criterion of the crop, nor yet of the general run of wheat from the district from where it was received—Dominion City. The opinion was that with a little drying out in the field the quality would make the grain A1. Samples of new wheat received by various members of the exchange were found to be excellent in quality.

The wheat moved, or on the road, up to September 1, was not elevated, as the elevators were not expected to open until some days later. Farmers were inclined to ship for a few days direct from the loading platforms and the amount of movement was small until about September 10.

One way of getting on without the use of a granary was devised by James Davidson of Cypress River, who, in preparation for threshing, constructed six portable elevators, made of shiplap on a frame of 2x4 scantling, with a roof of wood. They hold about 600 bushels each. These granaries were expected to save the work of eight men and eight teams, which would otherwise have been required to draw the wheat during threshing, when

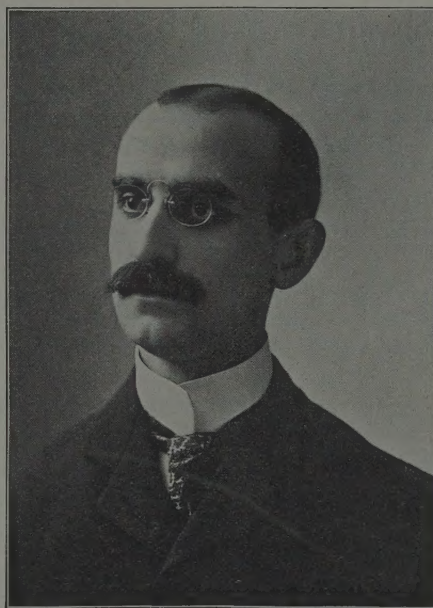
teams are so difficult to obtain. When he gets ready to do so, Mr. Davidson will be able to draw out the wheat with his own teams. For convenience in drawing them around, the elevators are placed on skids.

### RICHARD H. BUNCH.

The business of Rumsey & Company, Chicago, has increased to such an extent that they have found it necessary to have a competent man to take charge of the orders for future delivery of grain and provisions. After looking over the field, they finally selected Mr. Richard H. Bunch, who, on September 1, was admitted as a member of the firm.

Born in 1865, Mr. Bunch is by birth and education an Illinoisan. He began his business career in 1881 with the firm of S. C. Bartlett & Co. at Peoria, and was thereafter connected with that firm and with Bartlett, Frazier & Co. up to this time (September 1). This long connection of twenty-one years with substantially the same people is the best recommendation a man can have, certainly.

Mr. Bunch left Peoria in 1886, having been sent



RICHARD H. BUNCH.

to Buffalo to take charge of his employers' interests in that city. After two years on that market he came to Chicago. He has been a member of the Chicago Board of Trade since 1891, and has devoted his time in the interval since to the execution of orders for future delivery.

It has often been observed that the men most successful in business, especially in grain, are those who began at the bottom of the ladder and worked their way to the top rung by rung. There is a sound reason for this. In grain, knowledge of detail and that experience on the floor which puts a man in closest and keenest touch with the market and its fluctuations and with that invisible and intangible, yet exceedingly important thing, which may be designated by many terms, but is its temper or mood or soul, so to say, is absolutely essential to permanent success. This experience Mr. Bunch has had, and he unites with it a personal predisposition and liking for the business that peculiarly fits him for his chosen line of activity.

Mr. Bunch is a member of the Hamilton Club, takes his recreation in the form of golf and resides at the beautiful suburb, LaGrange.

Mr. R. H. Bunch's admission to the firm releases his brother, Mr. Frank M. Bunch, heretofore the "Company" of the firm, from duty in connection with the "future" orders, and will enable him to devote his entire time hereafter to the consignment and shipment of cash grain. These changes round out the personnel and division of duty in the firm to enable it to handle all classes of business in the most satisfactory manner to its customers.

### THE NEXT DOLE OF SEEDS.

The present congress, in spite of protests by seeds men, agricultural societies and moralists, has beaten its record and appropriated for the next alms dole of seeds the sum of \$270,000. This money the Secretary of Agriculture will expend for seeds, bulbs, plants, etc., to be sent out free of cost to persons and schools whose names are supplied by the members of congress. What city members do with their quotas may not, perhaps, stand publicity with credit to the members, to congress or to the country.

Secretary Wilson will for this distribution pack the seeds in the department building, having purchased the necessary machinery for weighing, inclosing in envelopes, assembling lots of five small envelopes and enclosing in a large one and labeling with addresses for mailing. Heretofore this work has been done by the contractors supplying the seeds.

The new wrinkles introduced for the coming distribution are the supplying of schools and the furnishing of "novelties," or new varieties, which the department wants to have tested. Each member will have at his disposal 500 packages of "novelties." Next year the department hopes to have enough of these to be able to give every congressman 1,500 (and the year following 4,500 and so on?) Among these alleged "novelties" are more seeds of the beet for the further cultivation of that superlative agricultural fake of the century—the sugar beet. American-grown seed from beets yielding 21 per cent of sugar is promised; also a new cross of sea-island and upland cottons, seed of shade-grown Sumatra tobacco from Connecticut and macaroni wheat, also seeds for window-box gardens.

This last is the expression of the Secretary's intense desire to make "at least the elementary principles of agriculture" a part of the common school course of study in connection with that interesting contemporary fad called "nature study."

### A CANADIAN LINE COMPANY.

A typical Canadian line elevator company is the Winnipeg Elevator Company, Limited, which now owns and operates seventy-four grain elevators in Manitoba. The company is only five years old, the original organization having been the firm of Bready, Love & Tryon, who entered the field with fourteen houses. Later the business was incorporated as the Winnipeg Elevator Company, Limited, of which T. T. W. Bready is now president; John Love, vice-president; R. J. Howden, secretary and T. T. W. Bready, John Love, C. R. Tryon and A. M. Nanton of Winnipeg and W. D. Mathews, James Carruthers and E. B. Oster of Toronto, directors.

During the past building season the company built elevators at the following points: Mariapolis, Darlingford, Crystal City, Mather, Gainsboro, Frobisher, Milestone, Yellowgrass, Belle Plaine and Grand Coulee and has under construction, at the present time, elevators at Burrows, Pendennis, Wheatland, Bradwadine, Kenton and Lenmore, making sixteen in all. Four others are to be erected at points not yet named. In addition over \$50,000 was spent in repairs and improvements to old houses.

One of the model houses of the company is that at Regina, the capital of the Northwest Territory, on the main line of the Canadian Pacific Railway. It has a storage capacity of 70,000 bushels of wheat. It is 40x50 feet on the ground and 56 feet high to the eaves, to which height the cupola adds 25 feet. The building is of the usual crib construction, sheathed with steel sheeting and roofed with the same material.

The machinery consists of four stands of elevator legs, driven with a rope drive; a Eureka Cleaner of 2,000 bushels capacity and two hopper scales. There is also a power shovel and car puller for unloading. Grain is dumped from the farmer's wagon to a short leg, which sends it to a cleaner, whence it drops to the other short leg, which sends the grain to either of the hopper scales, where it is weighed. The cleaned grain is then



taken care of by either of the long legs and distributed to the different bins above.

There are twenty-five bins, four having a capacity of 5,000 bushels each.

Two cars can be loaded at the same time, and cars can also be unloaded, weighed and sent to the different bins.

Power is furnished by a 30-horsepower Otto Gasoline Engine, located in a detached building twenty feet from the elevator, the power being transmitted to the elevator by a shaft. Friction clutches are used to throw to the cleaner.

This is a sample of the many country elevators of the Company. The others, although not quite so large, are all equipped with the latest machinery for the rapid handling of grain from farmers' wagons.

### CHAS. HENN, BORTON, ILL.

Edgar is one of the smaller counties of Central Illinois, but it has all the richness of soil that characterizes that surpassingly rich portion of the great "Prairie State." In proportion to her size Edgar County produces as great a crop of corn and oats, together with some winter wheat, as any of her neighbors; and naturally enough her grain ele-

### SOME THINGS THE NATIONAL ASSOCIATION HAS DONE.

[Adapted from an address by Secretary Stibbens of the Grain Dealers' National Association to the summer meeting of the Indiana Grain Dealers' Association at Indianapolis, June 25, 1902.]

The National Association has benefited you in many ways, and will continue to do so. A great many trade evils have been corrected at terminal markets because there has been a national organization to look after them and to wage the war of extermination when found necessary to do so. As individuals we could never accomplish anything along these lines, but as an organization, working together and combining our influence, we are in position to successfully grapple with all the difficult propositions we come in contact with. When you consider the fact that the National Association is composed of all the country grain dealers of eight states and territories and has a large membership of receivers in thirty-five markets of this country, is it any wonder we are successful in correcting abuses in the different markets? If we had no strength, would it not be useless to appeal to the exchanges of this country to correct the evils coming under their jurisdiction?

If there had been no National Association the

one organization better results would be achieved.

The National Association recently brought about a thorough investigation of Baltimore weights by bringing the system there to the attention of the Baltimore Chamber of Commerce. We find the boards of trade and exchanges of this country ready and willing to cooperate with us in bettering matters at terminal markets; and it is the duty of every state secretary to report any irregularities at the different terminal markets that come to their notice to the National's secretary, in order that he may have the proper information before him at all times to enable him to bring proper pressure to bear on the particular market complained of.

Every country grain dealer and every receiver and track buyer is deeply concerned in the matter of shortages and how to remedy them. From a personal investigation I firmly believe that shortages are caused by mutilation of grain doors, stealing of grain in railroad yards that have no police protection, leaking of cars in transit and poorly coopered cars. Practically all shortages may be attributed to the causes I have named. Terminal elevators, as a rule, are inclined to give the owner of the grain credit for every pound they weigh, and all receivers are as much interested in securing good weights as is the country dealer; and the way to correct these abuses I have spoken of is for the country grain trade and receivers to give the National their loyal support, and it will be done. I am not guessing at a single thing I have spoken of, neither am I boasting, as some of these matters have already been corrected in some of the terminal markets by the National Association, and as fast as our finances will permit we purpose to carry this work of reform into every terminal market in this country. The National was organized for this purpose and is entitled to the support of your organization and all others. The receivers are coming to our support as they learn the usefulness of the National Association; and if the state associations will make a special effort to get the receivers into the National Association instead of taking them into the state organizations, we will very soon have an association that will be strong enough to correct all abuses existing in the terminal markets.

The state associations should not lose sight of the fact that it is to their interest to work in harmony with the railroads. When you have a grievance, go to them in a business-like way and nine times out of ten they will make the matter right. I frequently have occasion to go to railroad officials to ask their assistance in bringing pressure to bear upon certain evils and almost invariably they are ready to cooperate with us.

The chief reason why all receivers should belong to the National Association is to facilitate arbitration. Place the receivers where they belong, and all differences can be arbitrated successfully and arbitration can be enforced. Very few members of associations will refuse to arbitrate, for they do not care to have it advertised to the trade that they have refused to arbitrate a difference. We have practically adopted compulsory arbitration, and it has come to stay, as very few people in the trade desire to be branded as unfair and dishonest by refusing to do so.

### ANOTHER MUTUAL COMPANY.

At a meeting held at Worthington, Minn., in August the Tri-state Grain Shippers' Indemnity was organized for the purpose of mutual protection against losses by fire on grain elevators. Several large grain firms were represented and in the final organization about \$500,000 worth of protection was mutually pledged.

The headquarters of the new organization are at Heron Lake, and two of the principal officers were chosen from that town. The officers are as follows: E. A. Brown, Luverne, president; V. E. Butler, Heron Lake, secretary; B. P. St. John, Heron Lake, treasurer. These officers, with Messrs. H. N. Douglass of Worthington and J. B. Peterson of Sioux Falls constitute the advisory board, which have complete control of the affairs of the organization.



ELEVATOR OF CHAS. HENN, BORTON, ILL.

vators are on a par with those of any county of the state.

The elevator of Chas. Henn at Borton is perhaps a fair specimen—a composite house, so to say, of warehouse and elevator that has grown by degrees as the business needs demanded.

The elevator has 12,000 bushels' capacity. The power is an Atlas Engine of 20 horsepower. The machinery consists of a cylinder sheller, shaker corn cleaner and pair of hopper scales of 1,200 bushels' capacity. The house is arranged to load from either or both of two sides, being located on the Vandalia and I. D. & W. railroads.

The warehouse, which is new and 100x30x25 feet in size, was built to store any kind of grain as well as hay or broom corn. It has twelve dumps, and can take care of 50,000 bushels of grain.

### JULY WHEAT DEAL.

The aftermath of the July wheat deal at Kansas City was default by several Board of Trade men for a total of about 300,000 bushels. On their refusal to pay the marginal price fixed by quotations, the defaults were referred to the arbitration committee, which on August 21 decided that the closing price of July wheat, 68 cents, was not a fictitious one, and ordered the defaults to be settled for on that basis.

Tacoma's first consignment of new wheat arrived on August 6—a lot of ten cars from east of the mountains. The first vessel to load for Europe was the Glenholm, sailing on August 21.

Railroad and Warehouse Commission of Illinois would never have adopted a new rule prohibiting the mutilation of grain doors by the inspection department; and this rule alone will save shippers many thousands bushels of grain annually.

The National Association assists your organization and others by remedying terminal matters; and I believe the state associations understand that they alone are powerless to correct grain trade abuses of a national character and realize the importance of being a part of the National. State organizations make a mistake in taking in receivers as members unless they operate country elevators. It is unfair to ask the receivers to be members of state associations; for if they belong to one state organization, they must necessarily belong to every state association in states where they do business, which will force them to pay dues to a half dozen state organizations, and a great many of them cannot afford to do this. On the other hand, all receivers should belong to the National Association and pay dues to it only, which would make them honorary members of all affiliated state and local associations, and the expense of so doing would be nominal to the receiver. By placing all the receivers in the National Association the state associations will receive better support from them than they now do, because they will be under the supervision of the National's secretary and they will naturally work more harmoniously with one secretary than with a dozen. The membership of the receivers is now scattered somewhat between the different associations, and it is only reasonable to believe that if their membership were confined to

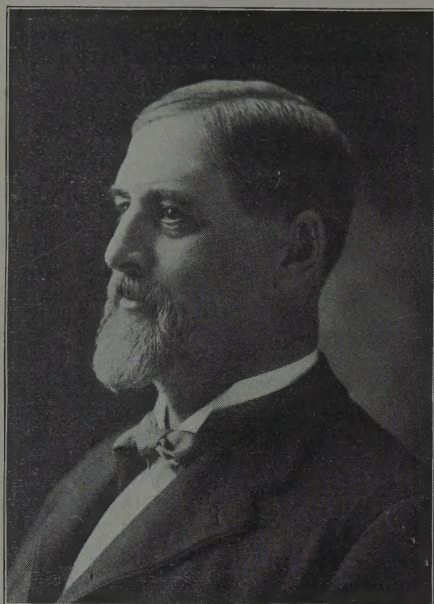


## A. W. BINGHAM.

A. W. Bingham, senior member of the firm of Bingham Bros., New Ulm, Minn., was born in 1843 in the province of Quebec, Canada, where he lived until he was fifteen years old. His first move into the States was not fortunate, in one respect, at least, for he crossed the line to St. Albans, where as a farmer's boy he spent nearly six "mortal years" picking stone off a Vermont farm without making much of an impression on the original supply.

When he became a man, however, he went at life in a different way by coming west, settling at Winona, Minn.

For the next seven years he was engaged in the lumber business; but when the Winona & St. Peter



A. W. BINGHAM.

Railroad was built to New Ulm (1872) he removed to that town, which has since been his home.

Here he has been in the business of buying grain and handling coal and lumber and has become a rich man by legitimate business methods, the firm of Bingham Bros. being one of the wealthiest in that city.

Although Mr. Bingham is a popular citizen and looked to as one of the leaders of public opinion in his city and county, he has steadily refused political honors, which he easily might have won.

## THE BEAN CROP.

The statistical history of the dry bean crop of the United States dates from 1880, when the census office, reporting upon production for the first time, indicated the yield of the entire country in 1879 to have been 3,075,050 bushels. During the succeeding ten years production increased but slowly, and the census of 1890 recorded an increase of only 2.8 per cent, the total crop of 1889 being given at 3,163,554 bushels. The crop of 1899 amounted to 5,064,490 bushels, an increase of upwards of 60 per cent over the crop of the previous census year.

Dry beans, as is well known, are produced in every state of the Union; but the crop has attained important commercial proportions only in Michigan, New York, and California. Over 75 per cent of the total crop of the country was produced in these three states in 1899, 66 per cent in 1889 and 58 per cent in 1879.

The apparent tendency toward the concentration into these three states of a greater and greater proportion of the country's total production is due chiefly to the remarkable increase of production in Michigan, says the Crop Reporter. Up to quite recent years New York steadily held first rank as a producer of beans, her output as late as 1889 having been almost equal to that of California and Michigan combined. But of late years bean culture, although it has more than held its own in New York, has increased rapidly in Michigan, and

that state now, according to recent census reports, has moved up from the third to the first rank, its production in 1899 having been 1,806,413 bushels, against only 434,014 bushels ten years previous, an increase of about 413 per cent. Production in New York, on the other hand, showed an increase in 1899 of only about 22 per cent for the same period, and amounted to only 1,360,445 bushels, against 1,111,510 bushels in 1889. California, whose production had increased from 378,971 bushels in 1879 to 713,480 bushels in 1889, thereby taking second place in bean production among all the states of the Union, declined to third rank in 1899, with a production of 658,515 bushels. The total production of beans in these three states in 1899 amounted to 3,825,373 bushels, a greater quantity by 661,819 bushels than the entire crop of the United States ten years before.

Outside of Michigan, New York and California, the remaining states produced in 1899 1,239,117 bushels, against 904,550 bushels in 1889, and 1,124,977 bushels in 1879. The most notable increase in production among these minor producing states is found in Florida, the crop having increased from 4,890 bushels in 1879 to 6,613 bushels in 1889, and to 176,304 bushels in 1890. Florida is now fourth in rank as a producer of dry beans; Wisconsin ranks fifth with a production in 1899 of 143,182 bushels; Maine, sixth with a crop of 137,290 bushels.

The following statement, compiled by the Crop Reporter from reports of the twelfth census, gives the area, production and value of dry beans in the United States in 1899:

States.	Acres.	Bushels.	Value.
Maine .....	10,252	137,290	\$ 290,885
New Hampshire .....	2,892	29,990	62,799
Vermont .....	2,404	27,172	51,629
Massachusetts .....	629	7,939	15,088
Rhode Island .....	216	3,330	6,477
Connecticut .....	341	6,428	10,232
New York .....	129,298	1,360,445	2,472,668
New Jersey .....	201	2,888	5,886
Pennsylvania .....	2,182	23,957	38,719
Delaware .....	100	1,333	1,822
Maryland .....	606	4,766	7,076
Virginia .....	6,411	56,189	66,066
North Carolina .....	5,381	49,518	50,703
South Carolina .....	1,657	14,925	13,936
Georgia .....	1,927	17,489	17,982
Florida .....	9,189	176,304	139,349
Alabama .....	1,801	17,865	15,507
Mississippi .....	1,149	11,162	11,672
Louisiana .....	335	3,371	3,948
Texas .....	2,878	28,129	40,652
Arkansas .....	1,490	15,582	17,046
Tennessee .....	5,563	48,736	57,660
West Virginia .....	5,221	52,815	80,494
Kentucky .....	5,633	49,106	57,672
Ohio .....	1,828	19,042	33,307
Michigan .....	167,025	1,806,413	2,361,020
Indiana .....	2,999	30,171	46,281
Illinois .....	3,451	30,122	46,084
Wisconsin .....	12,989	143,182	206,216
Minnesota .....	3,290	36,317	49,685
Iowa .....	2,427	24,903	38,296
Missouri .....	4,376	45,647	73,850
Kansas .....	848	7,284	9,485
Nebraska .....	887	7,669	12,805
South Dakota .....	397	4,218	6,448
North Dakota .....	270	2,389	3,872
Montana .....	101	1,110	2,221
Wyoming .....	26	285	746
Colorado .....	2,634	28,570	49,169
New Mexico .....	3,349	36,022	73,001
Arizona .....	805	6,637	12,700
Utah .....	176	1,806	4,085
Nevada .....	33	536	1,303
Idaho .....	457	5,886	9,979
Washington .....	296	3,830	7,034
Oregon .....	841	11,077	20,567
California .....	45,861	658,515	1,022,586
Oklahoma .....	590	4,353	5,000
Indian Territory .....	165	1,777	1,928
United States .....	453,877	5,064,490	\$7,633,636

## AN EXPRESSION OF THANKS.

President Knight of the Illinois Grain Dealers' Association has received the following from Miss Tyler, daughter of the late B. S. Tyler of Decatur, which explains itself:

"Illinois Grain Dealers—Dear Mr. Knight: My mother and I do so appreciate the beautiful flowers which were sent to us for my father. Will you thank the gentlemen of the Illinois Grain Dealers' Association for us, and tell them how grateful we are for their kindness.

"Very sincerely,  
"August second."

GERTRUDE TYLER."

## NEW DEVICE FOR GRAIN ELEVATORS.

A Minneapolis millwright has devised a method of emptying grain elevator cups at any point desired on the up leg between the boat and the head on the side opposite to that of the usual discharge.

The cups are made to open at the bottom to allow the contents to drop out. The bottom of the cup may be hinged at the back and fastened in front by means of a spring catch which is loosed by striking a trigger under the cup. This trigger is struck by a tongue-slide hinged to the front cover of the leg, so that the cup raises it in passing up, and when past the upper end of the tongue drops in under the cup, opens it and receives its contents, which slide on the tongue and out through the opening made in the front cover of the leg.

Or the bottom of the cup may be fastened rigidly to the belt, at right angles to it, while the cup is capable of a forward movement so as to drop its contents outside the cover of the leg. The cup is suddenly thrown forward by means of a tripper engaging with a knob or stop attached to the cup, so that when it is moved off the bottom the contents drop out.

## C. A. HAVEY, GARDNER, ILL.

C. A. Havey's new elevator at Gardner, Ill., has the nearly universal tendency of such buildings—in amateur photography—to topple over; but that is merely a freak of the camera operator. The elevator itself is usually all right. At least, we know this one is, in spite of the unfinished driveway shown in the photograph.

The main house is 28x30 feet in size and 30 feet high to the plate, with a cupola 20 feet high. It is divided into two sections, 28x16 and 28x14 feet, respectively, in size. The basement is seven feet high. There are two bins for ear corn, each 11x18x



C. A. HAVEY'S ELEVATOR AT GARDNER, ILL.

40 feet deep, and three small bins over the driveway, each 10x10x14 feet deep, for shelled corn, giving all told a storage capacity of about 7,000 bushels of ear corn and 3,500 of shelled corn.

The machinery consists of a No. 2 1-2 Western Sheller in the basement and a No. 2 Western Cleaner on the top floor of the cupola, with elevators, all operated by a 16-horsepower gasoline engine, located in an attached engine room, 16 feet square. The hopper scale has 200 bushels' capacity.

The house has been thoroughly tested, and works perfectly. It is located in a first-class corn country, and has been doing a good business.

The Minneapolis loading record was broken on August 12, when one of the St. Anthony Elevator Company's houses loaded 95,150 bushels of grain into 105 cars in ten hours. Ten men were employed; but no attempt was made to force a record.



**BUFFALO POOL RESTORED.**

The Buffalo elevator pool, that is to say, the Western Elevating Association, which was disrupted for the time being by the withdrawal of the "wooden houses" and the Great Northern Elevator, has been restored to its original condition, the wooden houses returning first, followed on August 21 by the Great Northern Elevator, both the seceders being granted "concessions" from the original schedule of percentages. By this arrangement Spencer Kellogg's canal house is the only active elevator in Buffalo outside the pool.

**ROSENBAUM GRAIN COMPANY AT GALVESTON.**

The J. Rosenbaum Grain Company of Chicago has leased the Southern Pacific Railway Company's 1,000,000-bushel elevator now in course of construction at Galveston. The company has been for some time the second largest grain exporter through Galveston, but will when the new house is finished direct practically all its business from the Southwest to that port, New Orleans being abandoned in part.

The company's main office is at Chicago, but it has elevators and branch offices at El Paso and Fort Worth, Texas, and at Kansas City. Galveston, according to Mr. Alex. Nichols, the company's agent in that city, is looked upon as a natural outlet for grain originating west of the Mississippi River.

**TABLES TURNED IN THE WILLAMETTE VALLEY.**

Crop diversification in the Willamette Valley with concurrent prosperity of the farmers has practically reversed the old conditions existing between buyers and sellers of grain in that country. In the old times, when wheat was about the only crop, the farmers stored the grain in the millers' warehouses, paid storage charges and sold when the miller was ready to buy and at his prices. Now, however, the farmers store in their own sheds and sell when it pleases them to buyers who go to them. As a result, the net price to the farmer is from one to five cents a bushel greater than he would have obtained under the old arrangement.

Indeed, grain buying in the Willamette Valley is nearly obsolete as a distinctive business. Barring the oats and small lots of wheat, which go abroad, the grain now all goes to the mills, which furnish the bags and give free storage, or practically so in both cases in order to get the wheat, paying, usually, the highest price consistent with profit. The price paid by the miller rules ordinarily one cent premium over the exporter's bid, and many go as high as six cents premium as a special inducement.

"There is one thing that we farmers have been slow to learn," said a Willamette Valley farmer to a reporter for the Oregonian, "and that is that the warehousemen and the miller must make a fair profit out of their business. It is to our interest that they should, do so. We have been too ready to hurrah for the man who will pay us the highest prices and denounce the man who pays lower prices. We are always ready to do business with the man who offers the greatest inducements, and never stop to inquire whether he is paying more than the business will warrant. We have learned many times by experience that a man who buys at such a high price that he cannot sell at a profit won't last long, and that when he fails in business some one is going to suffer. It is all right for us to get as high a price as we can, but we should also be willing to see the other man make a profit on the deal. When a man offers to pay more than a legitimate business will stand, he is a good man to let alone. Modern business cannot be done upon a strictly cash basis, and men must trust each other more or less. If some one must be trusted, it is safer to trust a man who conducts a business which yields a good profit than one who lets his desire to do business run away with his judgment. I say this because I believe that some millers and

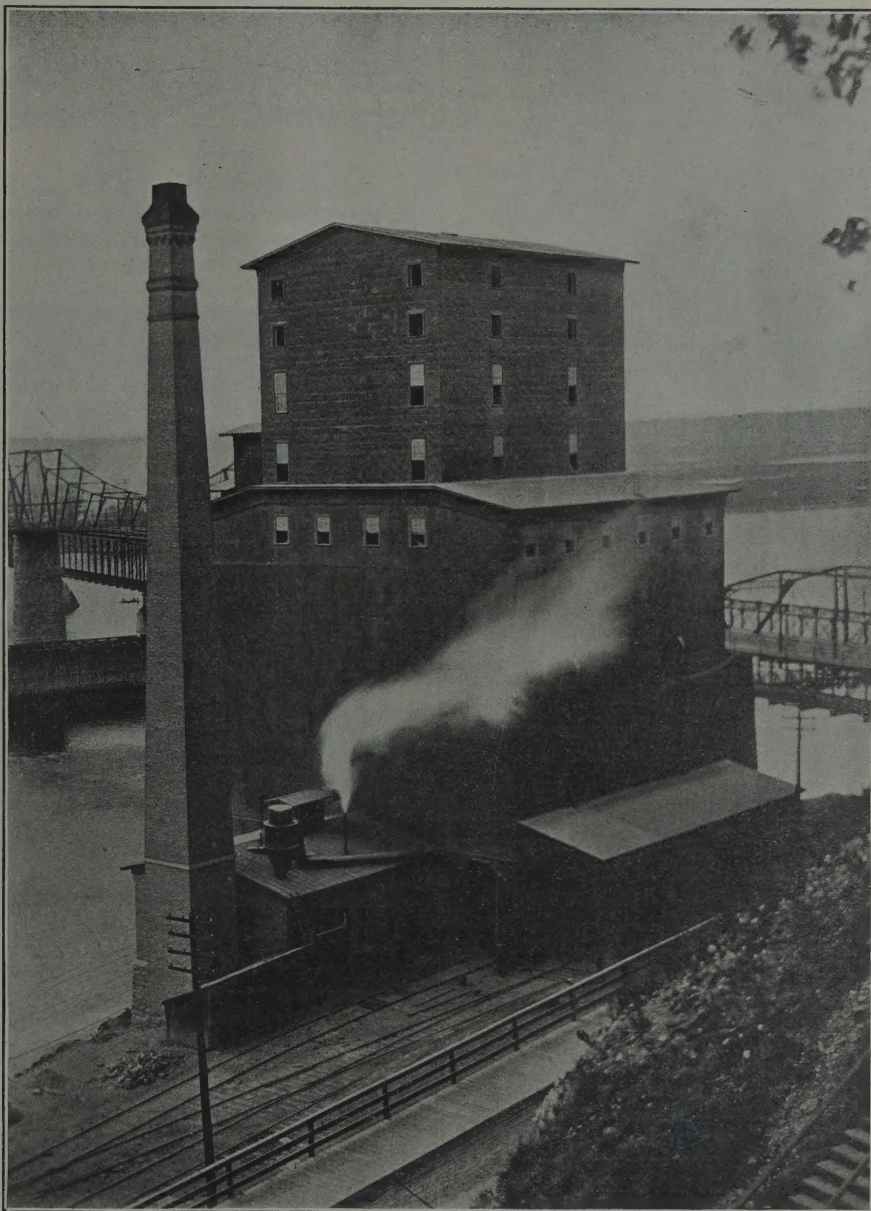
buyers have, in the last twelve months, paid more for some lots of wheat than they will get out of it when all expenses are paid. We are glad to get their money, but since the operation of the mills in all sections of the Valley is what keeps local prices up, we should not grudge them a living profit."

**ILLINOIS CENTRAL R. R. ELEVATOR AT EAST DUBUQUE, ILL.**

The grain elevator in the accompanying illustration was built in the spring of 1887 at East Dubuque, Ill., by George M. Moulton & Co. for the Illinois Central Railroad Company. There was at that time great need for an elevator at that point,

Chicago, and is now operated by that firm's successors, Carrington, Patten & Co.

The elevator has a capacity of 20,000 bushels. Its machinery equipment consists of two receiving elevators, one transfer elevator, two shipping elevators, one marine elevator, four power shoveling machines (two for each elevator leg), one shipping spout, two car loading spouts, two transfer spouts, one marine receiving scale of 350 bushels' capacity, two shipping scales of 800 bushels' capacity each, three garners, two cleaning machines, six circle distributing spout centres, horizontal engine, two horizontal return tubular boilers, one boiler feed pump, one heater and a brick stack with 32-inch flue and 136 feet in height.



ILLINOIS CENTRAL RAILROAD ELEVATOR AT EAST DUBUQUE, ILLINOIS.

as the crops from Iowa's rolling prairies, taken care of by the Illinois Central Route, were growing to such volume that increased facilities were demanded in order to handle them.

So the contract was let to the Chicago firm for a new house. The elevator looks a little time-worn now, but it was strongly and substantially built, and it appears that the contractors built for the future, as it still compares with elevators to-day as an economically working house.

The elevator was originally operated by the Diamond Jo Line. This line, in addition to being grain buyers and shippers, were navigators on the Mississippi as well, their boats plying up and down that stream, and were reputed to constitute one of the largest line of steamers doing business between Minneapolis and New Orleans. Later the elevator was taken over by the Carrington-Hannah people of

The photographer has secured a position on the bluff opposite the river, commanding a good view of the elevator and bridge. The elevator has seen much service and, unless it meets with disaster, will continue to remain one of the many outward and visible signs of Iowa's great crops.

It is reported that the railroads entering Chicago from the West have at least 38,000 more cars than a year ago, each car carrying on the average 1,000 bushels of wheat.

Each Iowa soldier who will march in the grand parade of the G. A. R. at the national encampment in Washington in October will be expected to carry the largest ear of corn he can find as a distinctive feature. The corn will be suspended from the shoulder by a buff-colored ribbon, fastened to each end of the ear.



## MORE CO-OPERATIVE VENTURES.

The latest and perhaps the most ambitious of the coöperative schemes that promise to "revolutionize" the business side of farming, is the Farmers' National Coöperative Exchange Company incorporated in South Dakota with an authorized capital of \$50,000,000. The incorporators are Hamilton White, late of Red Oak, Iowa; Joseph Burton, a Chicago attorney, and a third party not classified.

Mr. Burton in an interview at Chicago on August 14 said: "For years the farmers have been subjected to many schemes by which they have lost money. They would ship produce on a good market, but by the time the shipment reached its destination the market was depressed and the farmers had to sell at a great loss. In consequence the plan of organizing a coöperative company occurred to Mr. White, and he in turn took the matter up with ex-Senator Harlan of Iowa. Later he suggested his plan to me and to others, and we at once saw the feasibility of it.

"We will sell stock in the concern to farmers only, and deposit the shares for sale with the banks throughout the country. One-half of the money secured will be kept in the hands of the bankers who market the stock. From this fund the farmer who owns stock can borrow money to help him hold his product for a good market. He will pay interest on the loan, but the amount will be small compared to what he will make in being able to hold his produce.

"One-quarter of the fund will be used for constructing elevators and storage warehouses where the stockholders can store their grain. At present we have plans made for operating in twenty states.

"The farmer is not coerced into selling his stuff at a loss to himself, and he can hold until such time as the market meets his approval, and the holding will cost him little. Those who use the storage warehouses and elevators for transshipment will pay for such privilege, but this payment goes to maintain the association.

"The officers of the company have not been elected, but they probably will be chosen in the very near future. I am an incorporator and a stockholder. We do not look forward to any trust ideas."

Another philanthropic scheme of the same sort hails from Frankfort, Ind., where it is proposed to effect a township, county, state and national organization, or agreement, of the farmers, which will enable the poorer members to hold their crop as long as necessary to secure the import price. Any member in need of money is to receive it from the township organization, on the security of his crop. That is, if he is forced to sell below the import price, he will sell to the farmers' combine. Thus a possible boycott can be withstood for many months until consumers are forced to import, when the desired price can be secured.

The victim of this pipe-dream is said to be one Clarence W. Miller, a young school teacher. He has observed, or thinks he has, which to many minds amounts to the same thing, that while the American protective tariff has raised prices for other producers, it has not raised prices for the producer of wheat. In order that farmers may reap an unexpected advantage from the tariff law, it is proposed that they do as other producers do—combine. If such a combination can be made to include all the wheat-producing states in the Union, he claims that the price of wheat in the United States may be raised to exceed the world price of wheat by about the amount of the tariff. If the tariff could be made effective, it would net the American farmer about \$500,000,000 annually, Mr. Miller figures.

When the farmers of the different townships have been brought together, the intention is to effect county organizations and to draw up articles of agreement which are not to be binding until all of the wheat-producing states have been brought under similar agreements. The trial at organization will be made first in Clinton county. The

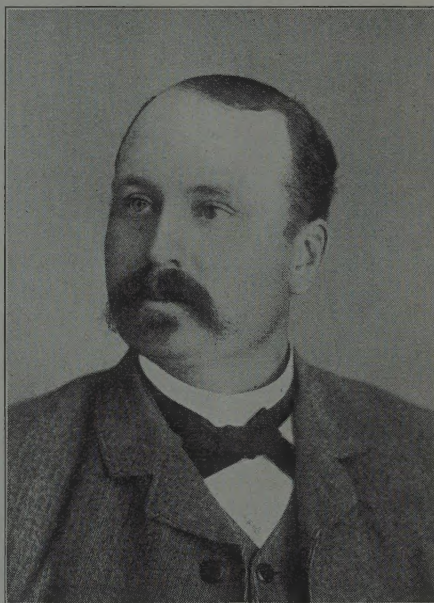
plan is then to carry on the work simultaneously in several different states.

Still another scheme hails from Kansas—a state already in labor with the Butler and Vrooman-Washburn movements. This latest effort emanates from D. A. Wilson of Wichita, who is said to be planning to organize a grain handling company with a capital of \$50,000, which will build a number of bins along the Missouri Pacific and Wichita & Western tracks in Sedgwick, Sumner, Reno and Kingman counties, and market the grain for the farmer who takes stock in the company. Mr. Wilson will take from \$15,000 to \$25,000 of the stock himself.

If Mr. Wilson can find a large number of farmers to take but a few shares each, the company will be organized to handle this year's corn crop. The grain will be stored in the company's houses and elevator receipts will be issued as collateral in case loans are desired on the grain. The company will act also as agent for the sale of the grain, etc., etc., *ad lib.*

## S. M. ELLIOTT.

S. M. Elliott's knowledge of grain was acquired in the very best school: the mill, the ultima Thule of grain passing the inspector. This practical



S. M. ELLIOTT.

knowledge of grain has been further crystallized by experience in that final market of most exported American grain: Great Britain; so that as chief inspector of grain at Norfolk, Va., Mr. S. M. Elliott may be classed among the best equipped men in his profession in this country.

S. M. Elliott was born fifty-three years ago in the state of New York; became a miller's apprentice at an early age, and followed that trade practically for all of twenty-five years. After having held several important positions as a head miller in his native state, he went to England, where he was head miller for four years for a large mill. After returning to America he milled for five years on the Pacific Coast. Fifteen years ago he went to the South and was successively head miller for the Twin City Mill Company at Bristol, Tenn., and head miller and manager for the Norfolk Milling Company at Norfolk, Va.

Eleven years ago he was induced to abandon milling to become superintendent of the export elevator of the Norfolk & Western Railway Company. After eight years in this position he was selected by the Norfolk Board of Trade to be chief export grain inspector of Norfolk, a position he now holds.

New corn was seen in market in southeastern Kansas during the week ending August 20. It was an early variety from seed secured in Iowa, and, while not as large as usual in that state, it proved very satisfactory.

## THE FORT WILLIAM FIRE.

The destruction of the iron working house of the Canadian Pacific Elevator (steel tank storage system) at Fort William in May last, while by no means inexplicable, although the plant was called and supposed to be fireproof, was as unexpected as it was complete. The effect of the fire, especially on insurance rates and reflectively on banking accommodations made on grain in fireproof elevators, so called, was immediate and serious, the banking law requirement of the insurance of grain in store in houses other than those known to be actually fireproof being again called into operation as against the so-called fireproof houses, and thus defeating the object of building steel elevators. The effects of the fire were, therefore, a cause of much apprehension among owners of steel houses as well as uneasiness to those contemplating the erection of that type of houses, which was not lessened by the meager details received regarding the physical reasons for such complete destruction as was caused by the fire. In order, therefore, to know more particularly the condition of the house at the time of the fire, the manager of the Electric Steel Elevator Company of Buffalo went to Fort William to make a personal examination; and on his return submitted to his company the following report, which is here reproduced from The Commercial West:

The plant consisted of a light skeleton frame working house covered with corrugated iron, which contained two elevator legs, cleaning machinery, scales, garners, etc., in combination with a number of steel storage tanks. The receiving house was about ninety feet long, thirty-six feet wide and one hundred and fifty feet high. Through the house lengthways was a car track. At the side of the house and extending its entire length was a shed of like construction as the house, in which was a second car track. The elevator legs were between the tracks, and the arrangement was such that four cars could be set in at one time, two on each side of the elevator legs. There was no basement and the floor of this working room was of wood. Wooden strips were also used throughout the entire structure on which to nail the corrugated iron sheeting. About twenty-two feet above the working floor was a floor of light steel plates; this floor, called the cleaning floor, extended the entire length and breadth of the working house, but had openings through it for a stairway and hatchway, spouting holes, etc. Above this cleaning floor were three parts of floors for convenience in reaching machinery, but none of these upper floors extended the entire length of the building. Practically everything above the cleaning floor was open to the roof. On the cleaning floor were two wheat separators, and on a wooden platform directly over these two machines were two more separators, making four cleaning machines in all, so arranged that when desired grain could be spouted from the upper two machines directly to the two lower machines. Wooden spouts, lined inside with iron but exposed outside, extended upwards from these machines to each of the two scale hoppers. These scale hoppers were of wood, lined inside and outside with light iron, and the garners above the scale hoppers were of like construction. There was no dust-collecting system about the plant; the cleaning machines discharged out of doors. There was no fire pump, fire hose, water barrels, hand grenades or device of any kind for extinguishing a fire.

Owing to the fact that two of the other elevators at this place belonging to the C. P. R. were not in working order, this plant, known as "D," had for some days previous to the fire been run almost constantly day and night. There was an accumulation of screenings estimated by the manager at twenty tons on the cleaning floor. These screenings were to some extent prevented from occupying too much floor space by some boards. Testimony differs as to the amount of lumber used, varying from regular wooden bins down to a few loose boards. The house was in operation up to 10 o'clock of the night previous to the fire. The crew then quit, leaving a watchman in charge. Three loaded cars and one empty car were left inside the house and four more empty cars were left standing just outside of the house. The elevator doors were not closed. The watchman on his rounds at 12 o'clock found everything all right.

Fire at 1 o'clock was discovered by the watchman on the cleaning floor. At this time the machines and the boards around the screenings were ablaze. The origin of the fire is not certainly known. \* \* \*

At no time during the conflagration was any fight worth mentioning made against the progress of the



fire. The head of the fire department says that they did not get to work for more than an hour after the alarm; the elevator manager says after 3 o'clock. Long before the firemen reached the place the working house was burning like a sheet-iron stove full of kindling. Every window belched smoke and flame. The supporting columns collapsed, the roof fell in and the wreck of the working house was complete. All testimony agrees that the cars burned fiercely after the roof fell in.

The elevator was dirty and dusty, and every plate, crack and crevice was as full of dust as it would hold. This accumulation of dust, together with the four cleaning machines and their wooden platforms, and with the wooden spouts, hoppers and garners, contained fuel enough to generate sufficient heat to warp the columns and bring down the building. The cleaning machines especially could not have been better arranged to produce this result, as they were very close to two or more of the supporting columns.

The tanks were not greatly damaged. The two small tanks nearest the working house were the only ones hurt at all. The two large tanks, although only a few feet from the fire, appear not to be injured. The plates of the two small tanks for about one-third their circumference show the effects of the fire, and a number of these plates, ranging from fifteen to thirty feet high, are ruined. With these plates replaced these two tanks will be as good as ever. A seam in one of these tanks opened during the fire and some of the wheat ran out into the burning building. The power house was not damaged, so they expect to get the wheat out soon. The tunnels under the tanks do not appear to be damaged, but the galleries overhead were badly hurt.

It is the belief of Mr. Thayer that the two tanks adjoining the working-house would have been damaged but slightly had it not been for the cars which were close to them.

### KYLE & SON, SHENANDOAH, IA.

It was a favorite saying of the late F. H. Peavey that there was no surer business than a well managed grain business whose owner avoided speculation. Taking Mr. Peavey as a type, one may say that the degree of success is measured only by the business talents or the genius of the man. Mr. Peavey stood among the giants; but there are other successful men, even though they approach not the magnitude of him.

It is only about seven or eight years since J. A. Kyle of Kyle & Son, Shenandoah, Iowa, a farmer, came to Shenandoah to sell New York buckwheat flour in season, dabbling in summer in grain and



KYLE & SON'S ELEVATOR AT SHENANDOAH, IA.

seeds. In 1896 he took a partner and put up an elevator. When his son, T. A. Kyle, had finished his education in the business college at Rochester, N. Y., and had had the experience of several years in a Chicago live stock commission house, the father brought him to Shenandoah when the firm of J. A. Kyle & Son was formed, which in 1900 handled 255,000 bushels of corn and over 1,200 tons of hay.

Their elevator has a storage capacity of but 7,000 bushels, but it can handle 10,000 bushels daily, with a 15-horsepower gasoline engine. It has a double dump, for ear and shelled corn, a No. 1 Victor Sheller, Barnard & Leas Corn Cleaner, Dickey Over-blast Cleaner for small grain, No. 8 Bowsher Feed Mill and a 500-bushel hopper scale.

In the rear of the elevator is a hay and straw shed of 250 tons' capacity.

The firm operates still another house at Coin, also on the C. B. & Q. tracks, which has about the same storage and handling capacity, but is without sheller or cleaning machinery. It has a 4-horsepower Fairbanks Gasoline Engine for working the elevator. Another son of Mr. Kyle, Frank Kyle, also has a house on the O. & St. L. road at Coin.

The business on the whole is one of the best in that neighborhood, while its owners are enrolled among the substantially prosperous men of Shenandoah, as conspicuous as citizens as their elevator is as an architectural feature of the landscape.

### OHIO GRAIN DEALERS' ASSOCIATION.

The regular fall business meeting of the Ohio Grain Dealers' Association will be held at Columbus, on Tuesday, Oct. 14, 1902. A full attendance is desired and an interesting meeting is expected.

### DEMURRAGE IN THE NORTH-WEST.

The railroads having terminals at Duluth, beginning on September 1, make a demurrage charge of \$2 for each car held longer than twenty-four hours. The rule applies to all stations not covered by a local car service association. The lines place the distribution of cars among the various stations in the hands of the division superintendents as far as possible. Distribution to stations will be made in proportion to the daily average shipments of grain from such stations. Applications for cars will be filled in the order in which they are filed, one car to each applicant, afterwards in proportion to the amount of grain offered and awaiting shipment by each shipper. Loading must be completed within twenty-four hours after the car is delivered. All unfilled orders for cars will expire at 6 o'clock each Saturday night, when orders must be renewed. By these and other stringent rules the railroads hope to keep grain moving constantly, using the cars to the best advantage and doing away, in a large measure, with the danger of a car shortage.

### GEORGIAN BAY ROUTES IN EVIDENCE.

The Georgian Bay ports were distinctly in evidence in the grain carrying trade in the season of 1901 when their business amounted to 35,000,000 bushels. The four leading ports are Owen Sound, Depot Harbor, Midland and Collingwood, which up to five or six years ago were practically unknown to the grain carrying trade.

For the present season to August 1, as shown by the pamphlet entitled "Object Lesson No. 8," issued by the Canal Association of Greater New York, these routes carried in excess of 6,000,000 bushels of wheat more than were shipped via the New York route. The following figures give the total amount of wheat exported during May, June and July, this year, by the two routes:

Via Canadian routes, bushels.....	11,613,896
Via New York, bushels.....	4,899,371

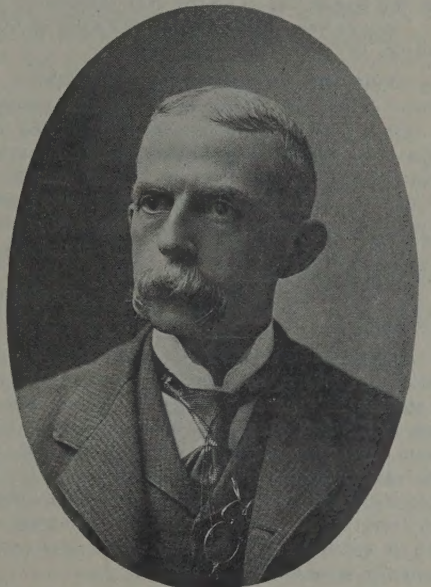
Canadian excess .....	6,714,525
Canadian inc. over 1901.....	3,034,289
New York dec. from 1901.....	4,394,187

Attention is also called by the pamphlet named to the fact that the movement of grain through the port of Buffalo for July showed a decrease of nearly 200,000 barrels of flour and over 6,000,000 bushels in wheat, as compared with the same month last year, showing that the lake grain traffic is being diverted from Buffalo.

On August 31 Chicago alone chartered five grain boats to Montreal at 4½ cents, which, on a basis of 1½ cents for wheat, Chicago to Buffalo, compares with a 6-cent rate on wheat via the American lake and rail route to the seaboard. It is understood that some of the boats would transfer their grain to the Grand Trunk Railway at Kingston, but two or three were chartered to go on through to Montreal without breaking bulk.

### L. SIMONTON.

It is rare that a boy is found willing to forego the brilliant promise of a career in the army or navy, when the temptation comes in the form of an appointment to West Point or to Annapolis, in order to devote himself to the hum-drum of business life; but L. Simonton of Lebanon, Ohio, is unique in having put aside both careers in turn. Born at Lebanon on October 1, 1846, he was favored as a boy by the friendship and interest of Gen. Robert C. Schenck, whose brilliant official career was consummated as minister to the court of St. James, who offered his youthful friend appointments in turn to both West Point and Annapolis.



L. SIMONTON.

He rejected both; and after taking a college course at Kenyon College went into the grain business at Lebanon with his father, beginning in June, 1867, as the son in the firm of John Simonton & Son. In 1888, on the death of his father, he succeeded to the latter's interests in it.

Mr. Simonton owns and operates elevators at Lebanon and Lytle, Ohio, in the rich valley of the Miami River, which the Hon. Tom Corwin once declared was the true "garden spot of the world." The house at Lebanon especially, an elevator of 25,000 bushels' capacity, is conspicuous as one of the most complete modern elevators in Southern Ohio, having been so planned and equipped that there is absolutely no hard work to be done in handling grain by either the farmer or the operator. Those of our readers who have preserved files of their "American Elevator and Grain Trade" will find complete plans and drawing for this house in the number for December, 1899.

Mr. Simonton does a large business at his two houses, and is besides interested in other local business concerns, among which is the Citizens' National Bank of Lebanon, of which he is a director.

Grain stocks at the head of Lake Superior on August 28 were reduced to the lowest ebb known in ten years.

The first load of grain of the crop of 1902 to be marketed in Winnipeg this season was a load of barley hauled into town on August 14.

It has been ordered by the "powers that be" that all employes of the Minnesota grain inspection department working in West Superior must live in Duluth.

If there is a wheat trust  
To corner the wheat,  
As well as a meat trust  
To corner the meat,  
The cherished ham sandwich  
Now waning so fast  
Will utterly vanish,  
A thing of the past!

—Washington Star.



## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### LARGEST CAR OF WHEAT.

*Editor American Elevator and Grain Trade:*—Here we are with another record breaking car of wheat. We had a car unloaded here Saturday, August 23, that contained 111,420 pounds of wheat, or 1,857 bushels. This, we believe, beats all records as to the largest car of wheat ever shipped.

Yours very truly, J. F. ZAHM & CO.  
Toledo, O.

### FAVORS UNIFORM INSPECTION.

*Editor American Elevator and Grain Trade:*—We think that uniform methods in buying and selling grain and uniform inspection in all markets would interest all grain men. Local conditions may have to be handled to suit the circumstances, but uniform methods of buying, selling and grading will remove many difficulties and make more money for all who handle the grain.

Very truly, F. P. LINT.  
Atchison, Kan.

### SHOULD STAND BY CONTRACTS.

*Editor American Elevator and Grain Trade:*—My opinion in regard to corners is as follows: I think, in the first place, that no person has a right to sell any commodity that he does not own, and if he makes contracts to sell that which he has not in his possession, I think when the time comes to deliver that he must stand by his contract and fulfill it either at a high or low price, just as he can find it for sale on the market.

Yours truly, THE ROCK GRAIN CO,  
Per J. R. B.  
Great Bend, Kan.

### CORNERS PREVENT DEPRESSION OF PRICES.

*Editor American Elevator and Grain Trade:*—In regard to Chicago corners on grain, would state that I do not think it a benefit wholly to suppress the corners, as if a good many operators knew that it could not be cornered, they would undertake to sell the market way off, and in that way depress the market considerable, which would be a detriment to the country. If we could have corners, it would make them more conservative, and they would not sell what they have not got.

Yours truly, H. RIPPE.  
Fairmont, Minn.

### WOULD LIMIT MARKET FLUCTUATIONS.

*Editor American Elevator and Grain Trade:*—As to my opinion of grain corners, I do not know that I can express myself more satisfactorily than to refer to your short but clean-cut editorial in issue of August 15 under the heading, "Apropos The Corners," and say that this embodies my views exactly.

I believe that the board of trade can and should prevent these corners, and endeavor by the use of every means at its command to confine market fluctuations within such limits as may be dictated by the laws of supply and demand.

Yours very truly, J. P. HARRISON  
Sherman, Texas.

### SUGGESTS METHOD OF SETTLING.

*Editor American Elevator and Grain Trade:*—We regard corners in the Chicago market as very detrimental to the grain merchant. The tendency to unsettled values and to create false impressions in the mind of the producer of grain as to a proper value in the country is very great. While we are of the opinion that there should be as few speculative grades in one commodity as possible, we believe it would be wise to make such rules as would enforce delivery of the commercial grade on speculative prices at a difference based on a percentage of the speculative price.

We do not believe that a cornered market ever benefited a very great number of people and we

think the greatest good to the greatest number of people would come from some rule of this kind.

We have not given sufficient thought to the subject to suggest anything more definite than this outline.

Yours truly, MATTOON ELEVATOR CO.  
Mattoon, Ill.

### WILL BUILD AT CINCINNATI.

*Editor American Elevator and Grain Trade:*—We are pleased to inform you that we have negotiated for a piece of land in Cincinnati upon which we expect to erect a grain elevator of about 200,000 bushels' capacity. We propose to have this elevator built upon the most modern scale and equip it with all the modern devices in the way of cleaning, clipping, drying and improving machinery. It is our intention to have a representative visit your city and others with a view of inspecting and ascertaining the most complete methods and machinery necessary for an up-to-date house.

Yours very truly, W. W. GRANGER,  
Manager Union Grain & Hay Co.  
Cincinnati, O.

### AN IMPORTANT SUBJECT.

*Editor American Elevator and Grain Trade:*—In regard to subjects of special interest that should be discussed at the coming meeting of the Grain Dealers' National Association, the one of chief importance, I think, is that of cars being left standing for several days after being loaded and billed out. This sometimes causes a serious loss not only by change of the market on grain that is consigned, but often a much larger loss due to the change in the condition of new grain.

We have just completed a 20,000-bushel addition to our elevator at Holder, in the shape of a large oats room. Other improvements are another wagon dump, leg and new machinery throughout.

We expect to begin our new elevator at Fullerton, Ill., by September 10.

Corn is doing fine and with three weeks of good weather without frost we will have better than an average crop.

Yours truly, J. E. HAWTHORNE.  
Bloomington, Ill.

### INSPECTION AT NEW ORLEANS.

*Editor American Elevator and Grain Trade:*—I beg to enclose a statement of the quantity of grain cleared from New Orleans for foreign ports during the month of August, amounting to 1,664,116 bushels.

Of this quantity, 16,000 bushels of the 168,000 per steamer "Wimborne," and 24,000 of the 144,180 shipped per steamer "Madura," were inspected by the Board of Trade.

Out of the 128,000 bushels shipped per "Antillian" 56,000 bushels were inspected by both the Board of Trade and New Orleans Maritime & Merchants' Exchange, Ltd.

The 40,000 bushels per "Texan," and 48,000 out of the 96,000 per "Wanderer," were shipped under St. Louis inspection. All the rest was inspected by the New Orleans Maritime & Merchants' Exchange, Ltd. This shows conclusively what is now the official inspection of New Orleans.

Yours very truly, FRED MULLER.  
New Orleans, La.

### CORNERS SHOULD BE SUPPRESSED.

*Editor American Elevator and Grain Trade:*—We are decidedly of the opinion that the Chicago Board of Trade should take action to stop the cornering of grain and seeds. We are very firmly of the opinion, also, that unless they do, the Chicago market will be ruined as a medium for legitimate speculation in the way of hedging, etc. Conservative dealers everywhere are getting afraid of the market and the practice of hedging in Chicago against warehouse stocks is rapidly going out of style with country dealers.

We can see no excuse for the existence of a grain corner at any time or under any conditions. It is always harmful to the trade in general and the producer as well. While the immediate effect may be to inflate values temporarily, the pendulum swings back to the other side and we doubt if any one can prove that any corner ever benefited the

producer or trade in general. By all means, the corner should be suppressed and so effectually that it will be an impossibility.

Yours truly, STUDEBAKER, SALE & CO.  
Bluffton, Ind.

### BLEACHING OATS IN OHIO.

*Editor American Elevator and Grain Trade:*—Will you please advise us in your next issue if it is against the state laws of Ohio to operate an oats bleacher within the state, and greatly oblige,

Yours truly, GRAIN.

*Editor American Elevator and Grain Trade:*—Replying to yours of the 20th will say that I have looked over the Pure Food Laws of Ohio and there is nothing on the statute books of this state, so far as I can learn, prohibiting the bleaching of oats. At least there is nothing that shows up in the compilation of the Pure Food Laws, which department is controlled by the Ohio Dairy and Food Commission. If there is a law prohibiting such operation it would be under the general laws of the state as a special enactment and it would require the services of a lawyer to hunt it up, but I think I am safe in saying there is no such restriction.

Yours very truly, J. W. McCORD,  
Secretary Ohio Grain Dealers Association.  
Columbus, Ohio.

### MUTUAL INSURANCE IN IOWA.

*Editor American Elevator and Grain Trade:*—At the last meeting of the State Grain Dealers' Association, in this state, a committee was appointed to investigate the desirability and feasibility of establishing a mutual insurance company. There is already a mutual insurance company doing business at Ida Grove, Iowa, that has the support of a large number of the membership. The Millers' Mutual have the support of another portion. The Mutuals at Winona have a large following among the line companies. Our investigations lead us to believe that there is not enough feasible business in the state to warrant the establishment of a company. We cannot afford to run the risk of creating any dissension in our association to become sponsor for any company that would be in antagonism with other portions of our association. After due consideration the committee have concluded to defer their report until the next annual meeting, and the report will undoubtedly be that the project is not feasible or desirable for the association to attempt.

Yours very truly, W. E. DeWOLF.  
Laurens, Iowa.

### SIMPLY A GAME BETWEEN BULLS AND BEARS.

*Editor American Elevator and Grain Trade:*—Markets are created for the convenience of buyers and sellers. In the grain trade standard articles are dealt in for immediate or future delivery. If actual delivery on contracts were contemplated on one hand, and consumption on the other, many of the abuses of the future delivery system would not exist. In actual practice the delivered article, such as No. 2 red winter wheat for instance, contains only enough No. 2 wheat to make it pass the grade, being mixed with "ragtag" and "bobtail" in such proportions as it will stand. Millers will not grind it, exporters will not buy it, and the only excuse for its existence is to fill a fictitious demand. The only buyers are speculators who are looking for an advance in prices due to legitimate causes in the actual cash market.

In reality the future market as it now exists, is not for a market for handling grain for consumption. It is simply a game between the bulls and bears, with the bears trying to fill up the bull with contract stuff, and the bull trying to corner his antagonist and make him default. If the system allows the selling of grain which has no existence, then surely it is no hardship to ask for the fulfillment of the contract. All lovers of fair play in the field of sport would concede the bull the same right to squeeze his antagonist as to work the game the other way.

As a business proposition, if contract grain were merchantable grain, then consumers could buy for the future, with the expectation of delivery, and



the grain would go into consumption. If such grain were sold short, let the seller fill his contract as best he might. If the short seller is allowed to sell unlimited amounts of stuff to lower prices, there should be some limit to his energies, which is only provided now by the fear of a corner. If parties sell unlimited quantities short for the purpose of depressing prices and are caught, it serves them right, and they should not play the "baby act" and invoke the court to help them out of their trouble.

Yours truly,  
Pekin, Ill. SMITH-HIPPEN CO.

#### POOR WAY TO DO BUSINESS.

*Editor American Elevator and Grain Trade:*—Our opinion on the cornering of the market is that on general principles it is a good thing to make "wind" sellers pay the fiddler occasionally, as it keeps a more healthful tone to the market. People who have been caught in the recent corn and oats corners should have no sympathy from the careful business man, as it was a case of deliberately thrusting one's hand into the fire.

We find a majority of the country dealers who went into the July oats have lost about their year's profits, while those who left the new oats alone until there was a definite price fixed, and the oats were in good condition, invariably made money. I see a number of country dealers complain of the action of the directors of the Chicago Board of Trade when they refused to make grain on track regular. I think the directors did right then, but when they fixed a marginal price on July oats, I think they were in the wrong. I think legislation to help a man out of his legitimate contracts a poor way to do business.

Yours very truly,  
THE SIDELL GRAIN & ELEV. CO.,  
By John H. Herron.

Sidell, Ill.

#### WHAT IS FAIR FOR THE BULL IS FAIR FOR THE BEAR.

*Editor American Elevator and Grain Trade:*—You ask if we think the Chicago Board of Trade should take some action that would make corners an impossibility. Would say that we think they could not do it, and should not do it if they could.

It is that very plentiful game-bird, the short seller, that makes corners profitable. Notice how burdensome the grain becomes immediately after the shorts have settled.

When a trade is made it is with the expectation of profit—of getting the other fellow's money. If the other fellow wins half of the time it is no more than right. Let the size of the transactions be unlimited, and a man free to choose the side he wants. If it is a profit, he will take it; if it is a loss and he won't take his medicine like a man, he must step down and out. The Chicago Board of Trade is the greatest market in the world. It is the arena where only the fittest survive, and if any member is faint-hearted or does not like the present methods, let him sell his membership—they are bringing good prices.

Yours truly,  
Portland, Ind. MAGILL & SON.

#### SHOULD NOT TRY TO PROFIT BY CORNERS.

*Editor American Elevator and Grain Trade:*—We do not consider grain corners as harmful to the country dealer to any great extent, providing he does not make them so himself. It seems, however, that when there is a corner on in any of the grains there are country dealers who persist in bidding more for the off-grade than it is worth with the expectation that they will by some means get a good percentage of it to grade contract and get a fancy price therefor.

When buying this off-grade grain at a premium they have no assurance that the corner is going to last two weeks, or two hours. Therefore we think that if the country dealer would bid according to the grade of the grain he has in his territory and not get overzealous to do business at these times, we would have less howling about grain corners being disastrous to the country dealer.

Almost invariably the bottom falls out of the market before the dealer can get any quantity of his

"fancy priced" off-grade grain onto the market, and he then meets with a big disappointment. I believe there are more country dealers hurt in this way than by hedging purchases, and I think they ought to be if they follow these tactics. We may be entirely wrong on this question, but this is the way we feel at present.

Yours respectfully,

JOHN H. MCKINSTRY.

La Hogue, Ill.

#### CORNERS DECREASE HEDGING.

*Editor American Elevator and Grain Trade:*—Having so recently passed through two well matured corners—May corn and July oats—it seems to me no difficult task to draw conclusions as to their effect on the grain trade.

I believe the effect of corners is not only demoralizing to the country trade but is also harmful to the Board of Trade. Years ago it was the rule among country dealers to hedge their purchases and the grain held in their elevators, in Chicago. Of late this practice has been largely discontinued, for the reason that between a few millionaire speculators and the "political" inspectors a legitimate dealer takes the chances of his life should he do so. Rather than take these chances, he sells his grain to track buyers.

From absolute facts obtained during corners, and especially the recent ones, it seems absurd for the officials of the Chicago Board of Trade to deny the fact that as a corner progresses the grading becomes more rigid.

The country grain dealers receive no benefit from a corner, but rather just the reverse. The farmers seeing the high price of the cornered grain and believing they have as good grain as is produced, a dissatisfaction is engendered when the dealer does not bid up accordingly. Hence there is a feeling of suspicion on the part of the producer toward the local dealer. It is not an uncommon thing for the farmer to charge the local dealer with being in league with the Chicago Board of Trade and its inspection department to get his grain at less than its value.

The effect of all this is to bring the Board of Trade into disrepute and cause dissatisfaction with the local dealer. It begets scoop-shovel dealers and farmers' elevators. Let the Board of Trade rule against corners and thereby give a more legitimate and uniform market based on supply and demand. Let our inspection department be divorced from politics and thereby permit the country dealer to bid closer to the prices in Chicago. There would be less track selling then, which would prove a benefit to the trade in general.

Yours truly,  
Utica, Ill. VAN R. ST. JOHN.

#### WANT BIDS ON FLAX.

*Editor American Elevator and Grain Trade:*—I see you make mention in your journal of our Idaho flax and I wish to say for publication that the farmers on this prairie, previous to this year, have always contracted their flax crops to the western oil men. The latter have agreed to pay within 30 cents of the Chicago market, but this they have not done, as I can show.

The best price they paid last fall was \$1.30 per bushel of 60 pounds. On the same day the Chicago quotation on flax in bulk was \$1.68 per bushel of 56 pounds, while ours was sold in bags costing 9 cents, or 4½ cents per bushel, and our grade, No. 1 northwestern, should have brought us 4 cents per bushel more. It therefore would figure out as follows: \$1.68 per bushel of 56 pounds is 3 cents per pound.

One bushel of 60 pounds at 3 cents.....\$1.80  
Cost for sacks per bushel......045  
Difference in grade .....04

Total value on Chicago basis.....\$1.855  
Price paid farmers.....\$1.30  
Difference agreed on .....30 1.60

Net profit to buyers above agreement.....\$0.285

The farmers here, realizing that when our crops have been contracted the report goes out to that effect and other buyers of flax do not come here to bid, last spring organized clubs in nearly all the

school districts and pledged themselves not to contract their crop this year. So we now invite flax buyers to come and make us prices.

The acreage here this year is about 50,000, or about 35 per cent more than last year. At 10 bushels per acre this will give a crop of about 500,000 bushels, which we think is a conservative estimate, as the crop is pretty well assured. Some fields are now (August 14) being harvested and will soon be ready for market.

This crop will be carried down over an aerial tramway by the Farmers' Grain Co., from a point about 6½ miles northeast of Nez Perce to the Northern Pacific R. R. on the Clearwater. This company has secured special rates from here to Duluth, Minneapolis and other middle points, so that we will be able to ship a great amount of our flax east this fall if eastern buyers are in the field. Heretofore the railroad rates were so high that we could not ship that way.

Yours truly,

FARMERS' GRAIN CO., Ltd.,  
By Frank Jones, Sec'y.

Nez Perce, Idaho.

#### CONTRACTS SHOULD BE LIVED UP TO.

*Editor American Elevator and Grain Trade:*—As to my opinion regarding the suppression of corners in grain on the board of trade, I do not doubt but that great corners in grain, in the end, militate against values. But, on the other hand, the Chicago Board of Trade has been raising a very extensive crop of professional bears, and there is very little doubt but that they are ever working against values, and in so doing, they bring an injury to the producers in general, that is much greater than the indirect effects that result from all grain corners.

The bear speculator has generally had the best end of the deal, but during the last eighteen months, the Phillips deal in corn, the Patten deal in oats, also the Harris-Gates deal in July corn, have given the bear considerable expensive tuition on account of selling property that he did not own or control, and it would therefore naturally seem that if the man who bought the farmers' product and paid liberally for it should be suppressed, then the man that sold grain that he did not own or control should also have some substantial legislation inflicted on him that would prevent his depressing and demoralizing values.

So long as the bear has an open field, the bull becomes a necessity in order to hold the other in check, and while I believe that excessive speculation eventually brings on a reaction that is injurious to the trade generally, still to attempt to legislate in any way against corners or to adopt rules on the board of trade that would prevent any merchant who had money to pay for grain, purchasing all the grain he wanted, would certainly be injurious to the general welfare of the grain producing states, and would surely be in restraint of all legitimate trading.

I believe further, that it would be more sensible to bring some kind of salutary pressure to bear on the bears to prevent them from overselling grain, as was contemplated in the Hatch Bill several years ago, than to legislate against the purchasing of all the grain an investor had the money to pay for. If a maximum price, or settling price, should be established on the board of trade, why should they not also establish a minimum price? Certainly one would not be fair without the other.

Buying for investment strengthens values and every encouragement possible should be given, first to the producer and second to the merchant who handles the grain or makes a satisfactory price for it.

As I understand the law, all commercial transactions are based on the inviolability of contracts. I believe the constitutions of the states put it beyond the power of the Legislature to make a law impairing the validity or obligation of a contract. Men are met and measured, first by their ability, and secondly by their willingness to comply with their contracts, and no fortune of large size, or no great success, was ever attained by a business man except it rested upon the broad found-



dation that all contracts are sacred and must be religiously kept. My opinion is, that the bear who sells grain short on the Chicago Board of Trade and cannot deliver the goods, should be made to take his medicine, according to the strictest and most severe terms of his contract. I believe this is the true spirit and intent of the constitution of the Chicago Board of Trade—deliver the goods; pay the difference if you cannot deliver, and do it cheerfully or else step aside and make room for the merchant whose idea of commercial honor makes "his word as good as his bond."

Yours truly, R. G. RISSER.  
Kankakee, Ill.

#### BRIEF OPINIONS ON GRAIN CORNERS.

*Editor American Elevator and Grain Trade:*—So far as we are concerned, corners have been of no benefit to us.

Respectfully, SPANG & AUSTIN.  
Georgetown, Ill.

*Editor American Elevator and Grain Trade:*—We think corners are harmful to the grain trade inasmuch as prices are not left to legitimate conditions. They should be suppressed if possible.

Yours truly, C. E. NICHOLS & CO.  
Lowell, Ind.

*Editor American Elevator and Grain Trade:*—I am thoroughly against all grain corners and think the Chicago Board of Trade should take some action against them. I think these grain corners are very bad for the dealer and farmer and that they should be wholly suppressed.

Yours respectfully, ALLEN B. SMITH.  
Rosemond, Ill.

*Editor American Elevator and Grain Trade:*—We think grain corners are harmful to the grain trade. A corner always runs prices to extremes and there is always a reaction, so if it does not catch you one way it will the other.

Yours truly, E. D. MINEAH & CO.,  
Ames, Iowa. Per H. Folger.

*Editor American Elevator and Grain Trade:*—Grain corners should be suppressed, as they are of no benefit to any dealer in grain. The grain buyer cannot buy on the strength of these corners, as they are liable to be settled any moment and then the market goes to pieces. If he does not buy on these corners then his customers are always going for him.

Yours respectfully, E. A. MAUST & SONS.  
Falls City, Neb.

*Editor American Elevator and Grain Trade:*—In regard to grain corners, will say that I think as far as the legitimate trader is concerned, he would be better off if there was no such thing as a corner in grain. Of course, the ones who holler the loudest are the ones that get hurt, but they will still continue to play the other fellow's game and look for something for nothing.

Yours truly, C. W. SIDNAM.  
Sheldon, Iowa.

*Editor American Elevator and Grain Trade:*—In regard to grain corners, will say that I do not think it is right to make a difference in price such as is made between No. 2 and No. 3 grade. When a man has grain on hand and sells future against the same to protect himself, he ought to have the right to deliver No. 3 grain on contract for a cent or two discount. The Chicago Board of Trade should take some action on this question.

Yours truly, JOHN SIPP.  
Bourbon, Ill.

*Editor American Elevator and Grain Trade:*—I believe grain corners are harmful and should be suppressed. There should never be more difference in price between No. 2 and No. 3 corn than the actual commercial value, which is usually from 1½ to 3 cents per bushel. Corners are detrimental to all country shippers because the farmers believe we are buying their corn as No. 3 and selling it at the inflated price produced by the corner. It makes our business hard and unprofitable. I am strictly opposed to grain corners of any and all kinds. The

supply and demand and actual feeding values should govern the prices.

Yours truly, J. W. SMITH.  
Lamoni, Iowa.

*Editor American Elevator and Grain Trade:*—My opinion on grain corners would be of but little value, as I let speculation of this character severely alone. I think that corners, like trusts, are only good for the ones that own the stock.

Yours truly, J. B. MICHAEL.  
Assumption, Ill.

*Editor American Elevator and Grain Trade:*—These grain corners hurt all grain dealers. We would rather have the market stand on its own bottom and then the legitimate grain buyer knows where he is at. We may get a little benefit once in a great while, but as a rule we are losers by these corners. We should think the way those bears tried to get out of their July deals was lesson enough for the bulls. We are strictly opposed to such business.

Respectfully yours, MAGER & PAFENBACH.  
Elmore, Ohio.

*Editor American Elevator and Grain Trade:*—I believe a corner in grain such as we have experienced this summer both in corn and oats is harmful to the producer, the country grain dealer and the city buyer or commission man. It turns the Chicago Board of Trade from a legitimate business center into a huge gambling den. Such deals should not be permitted by the rules of the Board if it wishes to retain the patronage of other than gamblers. Neither should the laws of our country allow money so won to be collected by the winner.

Yours truly, E. D. RISSER.  
Ludlow, Ill.

*Editor American Elevator and Grain Trade:*—I cannot see how the cornering of the grain market is harmful to dealers to any great extent. The farmers through this section of the country are an intelligent class of people. They have telephones and free mail delivery. They read the daily papers and are as well posted as to the condition of the market as the average country dealer. An explanation is very seldom necessary to convince them that they are getting what their grain is worth. My advice to the country dealer is to handle nothing but the "real thing" and to never sell short. Then if someone corners the market it won't hurt you.

Yours very sincerely, E. K. SOWASH.  
Middletown, Ind.

*Editor American Elevator and Grain Trade:*—Corners (or squeezes, as they are) should be suppressed by all means, and the remedy is to make low grades deliverable at the commercial difference. This is the way cash grain is handled, and options should be the same. This would make a squeeze an impossibility. There has never been a real corner on grain of any kind since Joseph owned all the corn in Egypt. If only the gamblers were affected by these squeezes it would be bad enough, but they demoralize business and rob dealers, who hedge their country purchases. Hoping the time will soon come when these squeezes will be a thing of the past, we are

Yours truly, A. J. SCOTT & CO.  
Castleton, Ill.

#### NEW YORK'S GRAIN TRADE LOST.

The New York Dock Company has destroyed all of the Brooklyn grain elevators with the exception of Dow's and two in the Atlantic Dock, while one to hold 500,000-bushel boats is being fitted up for active service at Yonkers. This action is looked upon by members of the New York Produce Exchange as a practical abandonment of the grain export trade in that city by the Dock Company. In fact, there has been but one grain cargo loaded from an elevator in New York in nearly eighteen months, or not since February, 1901. That was a load of 139,000 bushels taken by a tramp steamer.

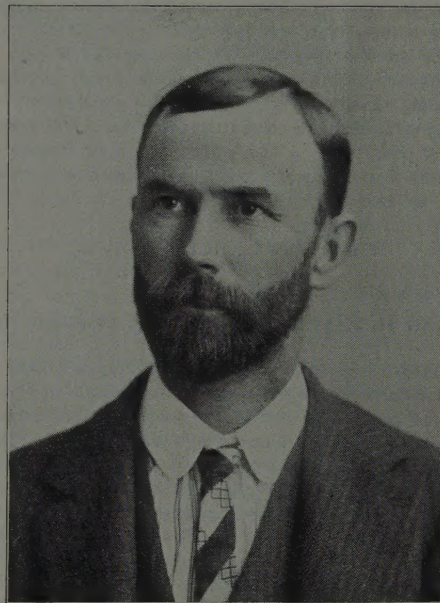
There is, of course, a large amount of grain shipped from New York harbor, but it is handled

by a floating elevator and from the elevators on the Jersey side. It is explained that while the railroads have discriminated against New York, nevertheless the high cost of handling grain at New York, 1½ cents greater than that at the other exports, has killed the export business from the elevator standpoint.

#### J. M. ELWELL.

J. M. Elwell of Springfield is a typical Nebraska grain dealer and business man—self-made, self-sustaining from an early age, a true product of a new state that has come into old ways within the memory of a short lifetime. Mr. Elwell is a native of New Jersey, having been born at Bridgeton on February 27, 1863. His parents removed to Nebraska, however, in 1865, settling in Sarpy County, on a farm near Springfield, where the boy grew up. He was given a common school education at home, which was supplemented by three years' work in the graded schools of Bridgeton, N. Y.

This brought him to the age of sixteen, when he began sustaining himself, beginning by taking a school in Sarpy County. From that time until he was twenty he taught school during the fall and



J. M. ELWELL.

winter and worked the farm during the farming seasons.

In 1883, or just about twenty years ago, he built himself a little warehouse at La Platte, Nebr., and embarked in the grain business. He made some money and stored away a bit of valuable experience, and then in 1886 went to Springfield, where he bought the elevator and grain business he now owns. It was a small and simple plant then, power for its primitive outfit being furnished by a blind horse. To-day he has a strictly modern house equipped with improved machinery and a 12-horsepower Pierce Gasoline Engine.

Two years ago he bought the implement and vehicle business at Springfield of Barret & Son, the trade of which has since then increased from three to four times its former volume.

Mr. Elwell has therefore plenty to do; but he is just entering the prime of life and one suspects takes to the work with a hearty relish.

The grain decorations of the Peoria Corn Carnival will require 30,000 bundles of small grain (wheat, oats, rye and millet) and from 2,500 to 3,000 pounds of popcorn.

Illinois is the largest producer of broom corn, having furnished 66.7 per cent of the entire American crop of 1899. In that year she had 95,137 acres planted to the crop, which yielded 60,665,520 pounds, valued at \$2,357,066. Coles was the banner county, having 34,597 acres planted, which yielded 23,948,030 pounds.



## HOW TO SPLICE A FOUR STRAND MANILA ROPE.

[From Advance Sheets of New Catalogue of Skillin & Richards Manufacturing Company, Chicago.]

The rope is first placed around sheaves, and, with a tackle, stretched and hauled taut. The ends should pass each other from six to eight feet, the

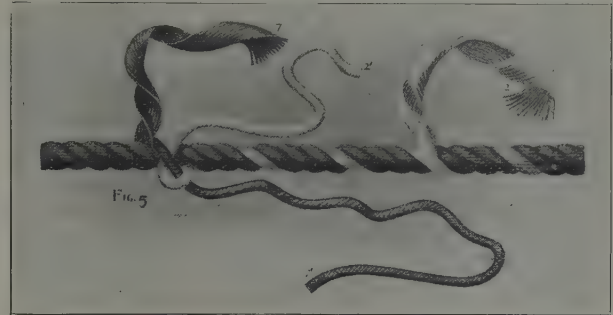
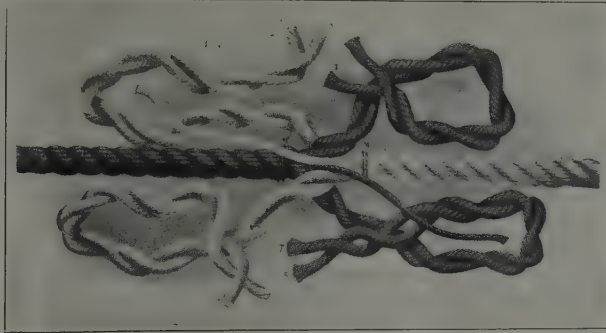
strand is *maintained*. The protruding cores are now cut off so that the ends, when pushed back in the rope butt together. The rope now appears as shown in Fig. 3, and after the eight strands have been cut to convenient working lengths (about two feet) the companion strands are ready to be fastened together and "tucked."

This operation is described for 2-7, the method

strands. (Fig 7.) The remaining pairs of strands are joined in same manner.

## GRADE CHANGE IN MINNESOTA.

The Minnesota State Board of Grain Appeals held a session in the Corn Exchange at Minneapolis on August 29 for the purpose of making the customary



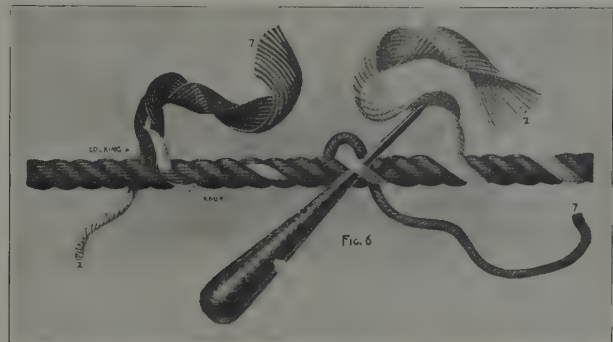
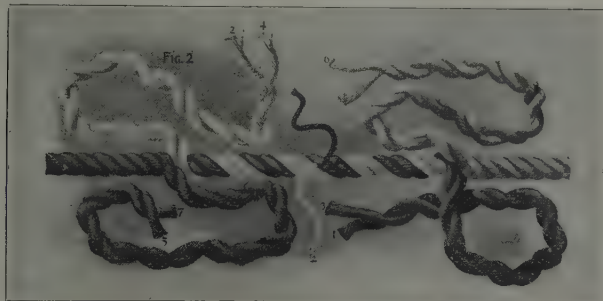
passing point being marked with twine on each rope. The rope is then slipped from the sheaves and allowed to rest on shafts to give sufficient slack for making splice.

Unlay the strands in pairs as far back as the

being identical for the other pairs. Unlay 2 and 7 for about 12 inches; divide each strand in half by removing its cover yarns. (See Fig. 4.) Whip

revision of the standard gradings for the year. There were but three unimportant changes made.

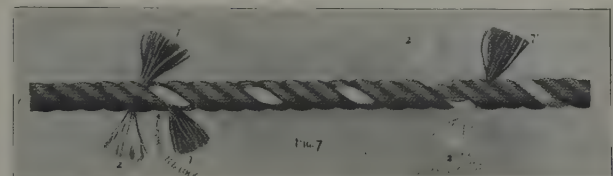
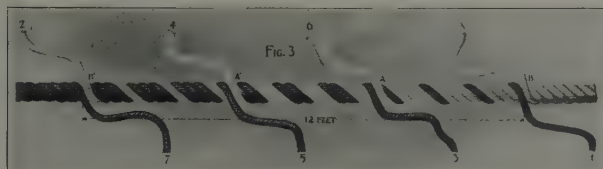
In the clause relating to the grading of rye, the



turn is M, M'; crotch the four pairs of strands thus opened (Fig. 1), cores having been drawn out together on the upper side. Then having removed the marking twine M unlay the two strands 6 and

with twine the ends of interior yarns 2<sup>1</sup> 7; then, leaving cover 2 relay 2<sup>1</sup> until near 7 and 7<sup>1</sup>. Here join with a simple knot 2<sup>1</sup> and 7<sup>1</sup>. (See Fig. 5.) Divide cover yarns 7 and pass 2<sup>1</sup> through them,

word "dirty" is stricken out, making the conditions for No. 3 as follows: "All rye slightly damaged, slightly musty, or for any other cause unfit for No. 2, shall be graded as No. 3."



8, still in pairs, back a distance of two feet to A; the strands 1 and 3, also in pairs, being carefully laid in their place.

Next unlay the strands 5 and 7 in pairs to A<sup>1</sup>, replacing them with 2 and 4. The rope is now as

continuing on through the rope *under* the two adjacent strands (avoiding the core), thus locking 2<sup>1</sup>. (See Fig 6.) *In no event pass 2<sup>1</sup> over these or any other strand.*

Half strand 7<sup>1</sup> must now be taken care of. At

In "no grade" rye, the word "exceedingly," when qualifying "dirty," is stricken out.

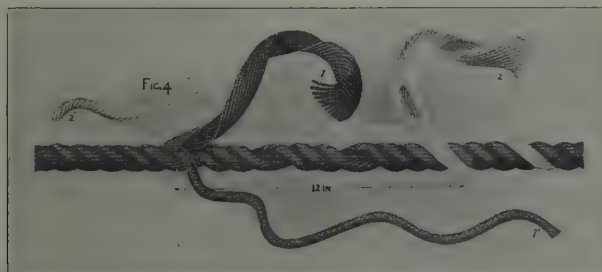
One change was made in regard to No. 1 flax seed, which hereafter must be Northern grown. There was talk of making a grade for southwestern flax, for flax grown south of Omaha, but the grade did not materialize.

The Board surprised the trade by making a rule for macaroni wheat. This rule provides for three grades of this kind of wheat, to be known as No. 1, No. 2 and rejected macaroni wheat.

Some Texas feeders are already looking to Missouri for corn.

In Western Kansas and Nebraska corn is relatively cheaper as fuel than coal, figuring at the average price paid for corn and present prices for coal. The cereal may be again used for fuel in that part of the country, therefore, unless prices for coal decline very materially.

The imports of rice of all kinds, including rice flour, rice meal and broken rice, into the United States for the fiscal year ending June 30, were 78,329 short tons, as against 58,599 short tons the year before and 58,340 short tons in the year 1900. These imports are divided about equally between regular rice and broken rice, imported chiefly for brewers' use. The average value was 2.13 cents per pound.



shown in Fig. 2. The pair of strands 6 and 8 are now separated and 8 unlaid back four feet to B, a distance of six feet from center strand 6, being left at A.

The pair of strands 1 and 3, having been separated, 3 is left at A as a companion for 6, and 1, being carefully laid in place of 8, or until they meet at point B. The two pairs of strands, 2-4 and 5-7, are now separated and laid in the same manner, *every care* being taken, while thus putting the rope together, that the *original twist* and lay of the

the right of the knot made with 2<sup>1</sup> and 7<sup>1</sup>, 2<sup>1</sup> is slightly raised with a marlin spike and 7<sup>1</sup> passed or tucked around it two or three times, these two half strands forming in this way a whole strand. Half strand 7<sup>1</sup> is tucked until cover 2 is reached, whose yarns are divided and 7<sup>1</sup> passed through them and drawn under the two adjacent strands, forming again the lock. The strand ends at both locks are now cut off, leaving about 2 inches so that the yarns may draw slightly without unlocking. This completes the joining of one pair of



## GRAIN DEALERS' MEETING AT CHICAGO.

The legitimate grain corner was vindicated and the state grain inspection department of Illinois roundly scored at a meeting of grain dealers held at the Grand Pacific Hotel at 10 a. m. August 21, 1902. On that date, in response to a call issued by the president and secretary of the Illinois Grain Dealers' Association, a number of prominent dealers met for the purpose, as announced in the call, of taking into consideration the question what course to pursue to prevent the recurrence of such corners on grain as were experienced during the month of July.

President H. M. Knight of Monticello, Ill., called the meeting to order and Secretary H. C. Mowry of Forsyth, after reading the call for the meeting, said that there was considerable feeling among country grain men on the state of uncertainty in hedging in Chicago against the purchase of grain. The association, he said, was not interested in the gamblers who sold wheat they did not possess, but in the cash grain buyer who found it necessary to hedge his corn and oats in Chicago. To this class of people the July corner had caused great losses, and it was thought steps should be taken to prevent like occurrences in the future.

Traveling representative A. W. Lloyd read a resolution of which the purport was to request the Chicago Board of Trade to pass a rule making such corners impossible. Arguments for both sides were presented, the principal speakers against the adoption of the resolution being W. N. Eckhardt of Pope, Eckhardt & Co., Capt. I. P. Rumsey of Rumsey & Company, and H. H. Peters.

A number of Illinois dealers were of the opinion that some such measure should receive favorable action in order to give the grain dealers of the country more protection in the cash grain business.

The arguments of the Chicago Board of Trade men were to the effect that the grain corners of July were natural ones and the result of very rare climatic conditions.

### CAPTAIN RUMSEY'S REMARKS.

Capt. I. P. Rumsey spoke as follows: "I am delighted in looking over the room to see so many young men. I am also glad to see so many old men. They will probably remember that we once had a rule on the Chicago Board of Trade similar to the one asked for now. That rule was made after a condition very similar to the one we had in July. The working of it was disastrous to the grain producer and to the grain shipper. In the first place, it showed the speculator that there was no use in buying anything for speculation, as the seller had such an evident advantage over the buyer. The buyer had the expense of carrying the grain, the storage charges, interest and insurance, amounting to fully twelve cents per bushel per year. Thus, if cash wheat was worth 70 cents and May 75 cents, when May comes, the purchase becomes cash and is only worth 70 cents, giving the seller five cents profit and the buyer of May five cents loss. He then sells his May, which is cash, and buys September at 75. When September comes the September contract becomes cash, and cash not having changed, being still 70 cents, the seller has made ten cents and the buyer has lost ten cents and two cents carrying charges.

"To illustrate the position of a speculator, an old member of the Board who had been a buyer, or investor, turned seller, saying that in selling, if he was wrong he could lose but 10 per cent, as the corner rule stated the settling price should not exceed 10 per cent of the value for shipment; but if he was right, he could make plenty of money in selling. The European buyer always invested by buying and did not know or understand selling in this market what he did not own. But our commission men doing the business for the foreigner labored hard to educate him, together with the shipper and the speculator, to sell, as they always had 12 cents per bushel per year the advantage. This worked well, and soon the former buyers became sellers, and only the man who was so naturally a bull that he could not sell what he did not own, was the buyer. It resulted most disas-

trously when our heavy operators on the Board sold large amounts; and after the foolish buyer had bought all he could margin, the seller would gain a few millions more, lowering the price on every offer until the buyer was unable to margin the quantity offered, causing him to unload at ruinously low prices. This continued for a term of years or until it had grown fatal to the price of grain raised in the country, as not only was the crop sold many times over on the prospect of what it would be, but the elevators both here and throughout the country were filled and sold on our Board. As a party from Antwerp once said in our office, when he bought a cargo of white wheat in Egypt he sold it on the Chicago Board of Trade until the cargo arrived in Antwerp and he could sell it at the price at which he could buy back what he had sold in Chicago, showing that the bull in our market had to carry the crop of this country and the crops in other countries even to white wheat of Egypt.

"Another illustration of the effect of such a rule was the case of a party coming from the country to do business on our Board of Trade. He stated that he first thought he must buy, but on looking over the members of the Board he noticed that the successful men, and those who had increasing bank accounts, sold before buying, and that the natural bull soon lost his bank account and his credit, and could be found in all parts of the country cursing the Chicago Board of Trade or hanging around the corridors of the Board begging for a little money to help keep his family over Sunday.

"The recent manipulation which you complain of may in some instances have caused you difficulty in your moderate sales of grain with which you expected to fill contracts. The corner was not the result of what you had sold but of the acts of a few men on our Board determined to commence to sell this crop of oats before the seed was sprouted to produce what they were pretending to sell. They sold at 10 to 15 cents below what oats were worth at that time. They had no oats; they did not expect to have any, but sold believing that the buyer was buying more than he could pay for and that he could not take care of what would be marketed. By his disaster they hoped to make a fortune. In failing to do this, the buyer being able to take and pay what he had contracted for, they now claim that he was the guilty party and ask for protection, refusing to live up to the rule of the Board on contracts.

"I claim that it is for the interest of both the farmer and the shipper that the rule of our Board on contracts should be maintained. The corner you complain of has brought the growers a price for their oats at least 10 cents a bushel more than they would otherwise have received, and when the shipper has handled his oats as a merchant he secured a very large and handsome profit. We sold large quantities of No. 3 white oats at 56 cents during the month of July and standard oats by car lots as high as 71 cents, which was certainly an advantage to both the producer and shipper.

"I claim that our rules are right, righteous and just; that if a party sells he should be compelled to deliver the property just as sacredly as the party who buys should be compelled to take and pay for what he buys. Unless these conditions can be maintained there will be no safety whatever to the buyer as long as we can formulate no rule that will prevent the seller selling any quantity which he has a mind to offer. If there could be a rule formulated that would prevent a seller selling more than is raised in this country, then there should be a rule to prevent the buyer buying more. If the former could be done I would willingly walk from here to New York. I think that my experience on the Board has demonstrated that the great calamities which we have sustained have been caused by the short seller more than by the buyer. We must have buyers, and they must have protection, and should have protection against the parties who sell them what they have not got. They are virtually selling the buyer's property, and do so with the premeditated purpose and intention of profiting by the ruin of the buyer.

"As to the intent of the resolution offered to re-

quire the buyer to receive a lower grade of grain than purchased at a commercial difference, it is not, in my judgment, practical, as the Eastern and foreign buyers must know what they are to receive when they send orders here for grain, for either eastern markets or export. It would be impossible to have them take a lower grade, we to be the judges as to the amount of difference in value at which he should receive it. However, if we could establish trading in futures for No. 3 corn, which is the merchantable article, made so by the inspection (the state inspection which has the entire control, grading our corn No. 3, and has persisted for several years to do so instead of No. 2), it would enable shippers to buy, crib, or store and hedge their purchases here in the grade which they have bought; and I sincerely hope that this may be accomplished."

### OTHER ADDRESSES.

W. Boulware said he did not see how dealers could hedge their grain at present in Illinois, and that it had not been safe to hedge on the Chicago Board of Trade for the past six years.

W. N. Eckhardt said: "The rules of the Board of Trade simply provide for the fulfillment of contracts that have been made. It is the duty of every man who sells grain to deliver the grain. The rules provide when it shall be delivered and how it shall be delivered. They do not say whether it is legitimate or illegitimate to run a corner. Trades are executed, and must be delivered that month or settled for. I do not think this association is going to go on record and ask the rules committee to change these rules. I do not think it is a fair business proposition to ask them to change the rules made for the fulfillment of a contract. If the association is going to stand on ground like that, it means that they are in favor of non-fulfillment of contracts. If these dealers mean to go on record to ask the Board of Trade not to fulfill contracts you are in favor of non-fulfillment of contracts. In regard to this case in the courts. After the last day of July on the 1st, 2nd and 3rd of August 3 white oats sold as high as 56 cents per bushel. These people in court claim that the price should have been 35 cents a bushel. It seems to me that you will not advocate a system that is entirely wrong. I think this association ought to stand by the fulfillment of all contracts made for future delivery. I think the members here know that unusual conditions existed here for July this year. The movement of grain was in an unusual channel. It seems to me that under these conditions the country dealers should have exercised more than ordinary care in executing such contracts."

B. D. Jones asked how the country dealer could get a sample of corn and hedge against that corn on the Chicago Board and when the corn arrives have it turned down as No. 3.

A discussion followed as to the responsibility of the Chicago Board of Trade in connection with the inspection department. It was shown that the Board had nothing to do with the making of grades or interpreting them, that being under the control of the state.

After further discussion the resolution was withdrawn and E. R. Ulrich offered the following:

WHEREAS: Our past experience in Chicago in regard to the inspection of grain and the cornering of grain of the contract grades by members of the Board of Trade is injurious to the country trade,

Resolved, That we do hereby condemn the rigid inspection of grain during the aforesaid corners and ask the members of the directory of the Chicago Board of Trade to assist us in our cause, by making in some manner a commercial basis of difference in prices, by which grain grading below contract grades may be applied at a uniform commercial difference, on such grain grading below such contract grades.

The resolution was fully discussed and finally the motion was laid on the table.

Secretary Mowry moved to adopt Capt. I. P. Rumsey's suggestion that the Chicago Board of Trade be asked to establish a commercial grade of No. 3 corn for future delivery.

The motion carried and the meeting then adjourned.

The following were present: E. R. Ulrich, Jr.,



Springfield; H. N. Knight, Monticello; Edwin Beggs, Ashland; W. Boulware, Foosland; Thomas Costello, Maroa; H. C. Mowry, Forsyth; Capt. I. P. Rumsey, R. E. Pratt, H. H. Peters, W. N. Eckhardt, Frank Delaney, J. M. McGuire, George A. Stibbens, J. R. Leonard, A. W. Lloyd, Chicago; G. W. Boyden, Sheffield; J. M. Camp, Bement; George A. De Long, Foosland; J. M. Dunaway, Ottawa; E. S. Greenleaf, Jacksonville; H. A. Grube, West Brooklyn; L. T. Hutchins, Sheldon; B. D. Jones, Manhattan; C. E. Jurz, Frankfort Station; W. E. Kreider, Tonica; H. J. McDonald, Frankfort Station; B. B. Minor, Indianapolis, Ind.; F. M. Pratt, Decatur; Geo. O. Montelius, Piper City; H. H. Randolph, Decatur; J. Rapp, San Jose; R. J. Riley, Forest; Z. R. Smith, Sullivan; B. S. Williams, Sheffield; M. Walsh, Campus.

## ANNUAL CONVENTION OF THE GRAIN DEALERS' NATIONAL ASSOCIATION.

The seventh annual meeting of the Grain Dealers' National Association will be held at Peoria, Illinois, on Wednesday, Thursday and Friday, October 1, 2 and 3. The sessions will be held at the Coliseum building. The headquarters are not yet announced, but may be at the National Hotel.

### RAILROAD RATES.

The transportation arrangements also are not as yet fully determined upon, but will certainly provide for a fare and a third or better for the round trip on certificate plan from all parts of the country, with possibly free transportation from some parts of the West to regular dealers, members of grain dealers' associations affiliated with the National Association. These details, however, will be settled within a week from this date, whereupon the secretary of the National Association will notify by mail all secretaries of affiliated associations and also individual members thereof. Readers who do not receive definite information promptly are advised to communicate at least a week prior to October 1 with their association secretary or directly with Secretary George A. Stibbens at Chicago.

### PROGRAM OF THE MEETING.

The following is a copy of the official program of the several sessions of the meeting:

WEDNESDAY, OCTOBER 1, 8 O'CLOCK A. M.  
Meeting of Board of Directors.

WEDNESDAY—10 O'CLOCK A. M.  
Invocation.....By Rev. Geo. H. Simmons, Peoria  
Welcome to State.....  
By Judge Worthington, Peoria, Ill.  
Welcome to City.....

By Frank J. Quinn, Peoria.  
Response for the East.....  
By James C. Gorman, Vice-President of the Chamber of Commerce, Philadelphia.  
Response for the Southeast.....

By C. D. Jones, Memphis.  
Response for the Northwest.....  
By G. D. Rodgers, Secretary of the Chamber of Commerce, Minneapolis.

Response for the Southwest.....  
By G. J. Gibbs, President of the Texas Grain Dealers' Association, Clifton, Tex.

WEDNESDAY—2 O'CLOCK P. M.  
President's Address.....  
B. A. Lockwood, Des Moines.  
Secretary's Report.....  
Geo. A. Stibbens, Chicago.  
Treasurer's Report.....  
Geo. A. Stibbens, Chicago.

Paper—"Crop Statistics".....  
By John Hyde, Statistician U. S. Department of Agriculture, Washington.

THURSDAY, OCTOBER 2—10 O'CLOCK A. M.  
Report of Auditing Committee.  
Report of Executive Committee, Amendments to and Changes of Constitution and By-Laws.  
Address—"Repeal of Duty on Canadian Grain"  
By J. L. McCaull, President South Minnesota and South Dakota Grain Dealers' Association, Minneapolis.

Address—"Why All Receivers Should Support the National Association".....  
By W. T. McCray, Kentland, Ind.  
Address—"State and National Arbitration"..  
By Jay A. King, President Iowa Grain Dealers' Association, Nevada, Iowa.

THURSDAY—2 O'CLOCK P. M.  
Address—"Uniform Inspection of Grain".....  
By John O. Foering, ex-Chief Grain Inspector, Philadelphia.

Address—"Grain Corners".....  
By F. O. Paddock, Toledo.  
Address—"Hedging Against Cash Grain".....  
By Homer H. Peters, Chicago.  
Address—"Why Track Bidders Should Confine Their Purchases to Regular Grain Dealers"..  
By W. S. Washer, Atchison, Kans.  
Address—"Inspection Departments Operating Under State Laws Should Be Placed Under Civil Service Rules".....  
By S. W. Yantis, Buffalo.

FRIDAY, OCTOBER 3—10 O'CLOCK A. M.

Address—"Improved Weighing Methods at Terminals".....  
By William B. Harrison, St. Louis.  
Address—"Mutual Fire Insurance".....  
By C. A. McCotter, Indianapolis.

Report of Committee on Resolutions.

Election of Officers.

Miscellaneous Business.

Adjournment of Convention.

Meeting of New Board of Directors.

Adjournment.

All possible time will be given for the discussion of subjects presented immediately after each address.

The arrangements for entertainment at Peoria are in the hands of local committees, who at this writing have done little of a definite character. The Peoria Board of Trade will be the host of the occasion, and has named the following Executive Committee:—President J. W. Gift, Chairman; Benj. Warren, Jr., C. C. Miles, A. G. Tying and T. A. Grier.

This committee has named the following transportation committee:—Daniel Mowat, general freight agent of the T. & P. & W. Ry.; Herman M. Griggs, general agent of the Big Four railway, and F. M. Cole, general agent of the L. E. & W. railway. It is their duty to arrange with the several roads who have not as yet voluntarily made offering of low rates.

Other committees are as follows: Committee of Chief Inspectors' Association—Frank Hall, W. B. Buckley and M. B. Pratt.

Committee on Accommodations and Information—George Brier, Frank Baker, R. A. Whitney, R. W. Van Tassel and B. E. Miles.

Although much is now indefinite, it is certain that Peoria's well known hospitality will leave nothing undone to make the social features of the annual meeting all that the most exacting or expectant can desire.

### THE CHIEF GRAIN INSPECTORS.

The annual meeting of the Chief Grain Inspectors' National Association will be held at Peoria on the same dates. The change of meeting place from Memphis to Peoria has somewhat interfered with the details of the arrangements of this meeting; but it is known that the inspectors will all send type samples of grain of the different grades at their markets; and, no doubt, the majority of the inspectors will be present in person. Their program is not yet completed.

Chief Grain Inspectors should bill samples to Frank Hall, care of Board Trade, Peoria, Ills.

The elevator storage capacity at the head of the lakes is about 35,000,000 bushels.

At the request of the owners who wish to shift the classification, now that Elevator B has been remodeled, Central Elevator A., Chicago, has been declared regular and Elevator B and Annex, irregular.

An attempt was made on September 10 by Inspector Bidwell to make up type samples of oats; but on inspecting the grain on hand it was decided to wait until a more general representation of the crop could be obtained.

Some of the standard oats, which were turned down by the inspection department, were passed by the appeals committee on September 10. This action is taken as settling the policy from this on in the matter of oats grading. More consideration will be given the character of the entire crop by the inspection department. In 1901 all the oats were white, but this year a large proportion of the western oats are stained. It is believed the department will not require from this on that the standard oats be immaculate. A stain or two will be overlooked.—Record-Herald.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Liability of Carrier for Delivery Without Bill of Lading.

Primarily, a bill of lading or receipts, the Supreme Court of Washington says, is not necessary to constitute the contract with a common carrier. The delivery of commodities to the carrier, with the designation of the person and place of the shipment, is all that is requisite. Custom and the law fix the responsibility and liability of the carrier. The presumption, then, is that the consignee is the owner, and, without notice to the contrary, the carrier may safely make delivery to him.

But the court goes on to say, it seems from an examination of a large number of cases involving the nature of bills of lading made by a common carrier that the custom very generally exists of shippers selling or assigning such bills of lading and receiving payment therefor and advances upon the same. This custom enables the shipper to receive immediate payment from his local bank. The usage materially aids and stimulates trade and commercial transactions. It enables the small shipper or producer to realize upon agricultural products, such as wheat, at the most favorable market prices. And the court considers that the better reasoning and weight of authority seem, by the force of general commercial usage, to require that the delivery of commodities be made upon the production of the bill of lading, if one be issued by the carrier.

Besides, it holds (First National Bank of Pullman vs. Northern Pacific Railway Company, 68 Pacific Reporter, 965) that the Washington statutes render a carrier liable for the value of wheat delivered to the consignee without requiring the surrender of the bill of lading, where one has been issued to the consignor, which, for example, names him and the consignee and states that the wheat is to be delivered to the parties entitled to the same, when the consignor has indorsed the bill of lading and transferred it to a bank in consideration of the payment by it of the price of the wheat.

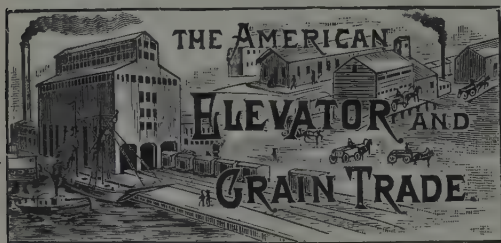
### Liability of Bank.

The Supreme Court of Mississippi treats as one case two suits in attachment begun separately by A. G. Russell and Searles Bros. against a grain company and certain banks (32 Southern Reporter, 287). What was sought to recover was for alleged shortage and inferior quality of corn. The local banks had paid the money on drafts. The lower court decided in favor of the defendants; but it is reversed by the Supreme Court.

The Supreme Court says: "This case falls within Miller vs. Bank, 76 Miss. 84, and 23 South. 439, which is in accord with and supported by Landa vs. Lattin, 19 Tex. Civ. App. 246, 46 S. W. 48; Bank vs. White, 65 Mo. App. 679; and Finch vs. Gregg, 126 N. C. 176, 35 S. E. 251, 49 L. R. A. 679. We especially refer to the reasoning in Landa vs. Lattin as thoroughly sound. There are cases to the contrary of our view, but they clearly fail to apprehend the true nature of this sort of transaction. The bank buying the draft and bill of lading is bound to comply with all the terms of the contract between seller and buyer. It is placed as to the buyer, in the exact situation in which its assignor stood.

Then it quotes in order to adopt, as the court says, a very large portion of the lengthy opinion of the Texas court of civil appeals in Landa vs. Lattin, above cited. To this the Supreme Court adds: "We think the courts which have taken the other view have dealt with half the transaction, not the whole of it. They have looked to the draft, not to the bill of lading. They have failed to give to every factor in the transaction its full significance, and to look through form to substance. This is no attachment against a national bank, in any proper legal view. The case is in chancery. All the parties are before the court for the adjustment of all the equities. The national bank is a mere claimant of the fund; intervening as such claimant and preferring its claim. Being in equity, the equities can all be adjusted, and the rights of all parties protected. It is a misconception to say that the national bank is in this proceeding attached, within the meaning of the United States statute."





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., SEPTEMBER 15, 1902.

Official Paper of the Illinois Grain Dealers' Association.

## THE LANDA-LATTIN CASE AGAIN.

The unfortunate lack of harmony in the commercial laws of the various states is emphasized by a consideration of the treatment by other state courts of the doctrine of the now famous Texas case of Landa vs. Lattin, 46 S. W. 48 (1898), referred to in the department of "Court Decisions." The principle laid down in that case, it will be remembered, was, in a few words, that a bank discounting a draft with B. L. attached, drawn by the seller against the purchaser of grain, may be held liable for damages in case the grain does not come up to the seller's warranty. The doctrine was regarded as an innovation at the time the decision was rendered, and other state court rulings on a similar state of facts have been eagerly watched for.

It is noteworthy that the courts that have since indorsed the reasoning of the Texas court, so far as they have come to our notice, are those of Southern states—North Carolina, Missouri and Mississippi; while the United States Supreme Court and the supreme courts of California and Kansas have directly refused to follow the doctrine. The California court goes so far in the other direction as to hold that the bank which discounts the draft is liable neither for a breach of warranty nor for a return of the money paid. The reasoning of the Kansas court was reviewed in the May number of this journal, to which is added, as a vis-a-vis, a second Mississippi case, reported on another page of this number.

The reasoning of the court in the Landa vs. Lattin case is so far at variance with the popular conception, in the North at least, of a bank's position as intermediary between the seller and

purchaser that the California and Kansas line of argument is much more likely to be generally indorsed by grain dealers than the other, although it would appear, on investigation, that a similar state of facts has not been directly passed on, except, perhaps, in 119 U. S. 551.

## NATIONAL ASSOCIATION MEETING.

Inability to make railroad arrangements at all satisfactory to the officers and directors has led the management of the Grain Dealers' National Association to cancel the order to hold the annual meeting of the Association in Memphis and to name Peoria, Ill., as the convention city for 1902. This change will be a disappointment to many who had looked forward with no little pleasure to visiting the Southern city at a time when the Middle South would be sure to be at its best; but the greater desirability of having a large attendance of country dealers, members of affiliated associations, present at the annual gathering fully justifies this change of location. The date remains the same, to-wit, October 1, 2 and 3.

The program published on another page gives promise of an exceptionally interesting meeting. The addresses are upon new subjects, in the main, and none the less valuable will be the regular annual reports on association work which will be embodied in the first day's responses by association leaders and in the president's and secretary's annual address and reports. Peoria, too, will be wide open, without doubt, although her own private program of entertainment has yet to be promulgated.

At the present outlook there will be a larger attendance than was present at Des Moines a year ago; and there is every reason to expect that that meeting, the first of the National Association of any distinctive character, will be surpassed in every way by this meeting at Peoria.

## COMPETITION NEEDED OUT WEST.

The recent reduction of west-bound grain rates by the merger roads in the Pacific Northwest had at least the air of generosity; at least, for present purposes it is not necessary to inquire what, if any, bearing those reductions were expected to have on the legal answer of the merged roads to the bill in the state courts of Minnesota charging them with unlawful combination. And we may admit also the keen regret of Presidents Hill and Mellin that, as they say, neither the grain growers nor the grain consumers are likely to get any of the benefits of the reduction, aggregating \$800,000 to \$1,000,000. The reduction of about one cent a bushel on freight is, as the presidents named say, to be wholly absorbed by the terminal elevator operators and commission men—a charge that is given color by the announcement that the big elevator companies have raised their storage rates from 25 to 50 cents per ton.

If the railways west of the mountains favor their terminal elevator companies in the same way that those east of the mountains are popularly understood to favor their terminal companies, one cannot avoid the suspicion that Presidents Hill and Mellin do protest too much; for in the absence of strict fairness be-

tween competing shippers they could expect no more than that the man with the pull should get all of the rake-off.

At any rate, it would not be so here in the Mississippi valley, where nominal and actual competition in grain does exist in spite of many complaints to the contrary; and it is not too much to say that if a permanent cut of a cent a bushel on freight were made the entire benefit of it would immediately go to the grower and not the smallest fraction of it to the grain buyer or commission man.

## CONTRACT GRADES.

The proposition to make No. 2 hard winter wheat deliverable on contracts was voted down by the directory and members of the Chicago Board of Trade for reasons given on page 116. While these reasons would seem to be sufficient, at the same time all the exchanges of the country ought to bear in mind the kind and quality of grain the shipper has to offer and make their rules and contract grades accordingly. It may or may not be fair to say that the exchanges are disposed to establish contract grades that shippers cannot fill, or have great difficulty in filling, and thus favor the purely speculative at the expense of the shipping business on the floor. The result is the country shipper is thrown into the air. He has difficulty in hedging his purchases and this in turn forces him to take a wider margin from the farmer in order to play safe, and that stirs up the rural population. As in the last analysis the actual grain and its movement to market is the real business of the exchanges, the needs of the shipper and receiver of the actual grain should be first considered rather than those of the speculator *per se*.

## CORNERS DISCUSSED.

In both the news columns of this number of the "American Elevator and Grain Trade" and in the department of "Communicated" a considerable amount of space is devoted to the discussion of the corner from the standpoint of both shipper and receiver. This matter is well worth the attention of the reader.

The address of Capt. I. P. Rumsey to the meeting of the Illinois Grain Dealers' Association, reported on another page, is peculiarly valuable in view of its reminiscential character. One of the most difficult things for men to realize, in agitations for change of laws, customs or business methods, is the distant consequences of such change. These consequences are frequently of the most unexpected nature. In Germany future trading in grain was forbidden at the demand of the farmers, who expected that such prohibition would effectually annihilate the bears of the exchanges of Berlin and other commercial centers and advance home prices; but time has most positively disclosed the fact that more than ever before is the bear in evidence in the grain trade of the empire. No native market quotations being allowed to be posted, for obvious reasons prices for home grain habitually rule below those that would probably obtain were trading free and unrestricted and the prices paid published for general information.

Mr. Rumsey has shown conclusively, as we



think, that restriction of trading, as once obtained at Chicago under rules made to prevent the exact conditions now complained of, operated directly in favor of the bear side of the market. Indeed, it may be inferred from his argument that those rules were the parent of the bear in this market, the rule having pointed out to the trader at home or abroad that in order to make money under the rule one had to be a bear. The then unrealized "distant consequences" of the rule are now made clear. It is the part of a wise people never to make the same blunder twice.

It appears, then, that while the corner is emphatically a nuisance, when artificially created by speculating vultures, the uttering of rules to make such corners impossible would do more damage in the long run than can the free trading now permitted, inconvenient as at times the artificial corner is to the legitimate hedger.

### A GOOD ARRANGEMENT.

The Northwestern roads having terminals at Duluth have made a reasonable ruling governing the supply of cars to the grain country. Cars are to be distributed to the stations on orders in proportion to the daily average grain shipments, applications to be filled in the order received, demurrage to begin at \$2 per day after twenty-four hours; all orders, whether filled or unfilled, to expire and to be renewed on each Saturday night.

This would seem to be a fair arrangement and one that ought to favor the elevator operator with facilities for quick loading, rather than the scooper. Indeed, the railroads generally now so far favor the regular dealers in preference to the scoopers that it seems to be up to the dealers themselves to put the finishing touches to that perennial nuisance, in which work they have, of course, the co-operation of nearly all receivers and track bidders. Indeed, it is hard to see how the railroads and receivers can do more to discourage the itinerant dealer. The regular elevator man must therefore in some way strengthen his own position with his trade that with the outside assistance he has he will not be bothered by the tramp.

### THE ANNUAL SEED DONATION.

One need not be a political pessimist, depressed by the weighty conviction that the tendencies of modern democracy are wholly bad, to realize that the annual seed distribution by congress is a palpably vicious and demoralizing abuse of legislative power. The distribution, in view of the work of the agricultural experiment stations, has not, as has often been said, a shadow of justification. It is no more right to supply the people with flower and vegetable seeds, shrubs, trees, etc., than it would be to supply grain men with weigh tickets and stationery, printers with blank paper or blacksmiths with tools. The original justification of the distribution, that new seeds could be tested, no longer exists, since the experiment stations now test all new seeds with infinitely better results than they can be tested by the miscellaneous public.

The new experiment to be put into practice at the coming distribution of supplying schools is even worse. Public largess is ever the par-

ent of pauperism, and this distribution is nothing else; and it makes one feel like "spewing up his gorge" in indignation to see congress deliberately cultivating in youth the habit of dependency, who should above all things be taught that the possession and enjoyment of the good things of this world are the rewards of honest labor and not of sycophantic coddling to a measly congressman.

### GATHERING CROP STATISTICS.

The chairman of the committee of the National Board of Trade on crop reports has called a meeting of said committee to investigate the manner in which the government's crop statistics are collected, such meeting to be held at Washington, beginning on September 16. In view of the remarkable discrepancy between the figures of the census bureau and those of the agricultural department for the crop of 1899, the propriety and timeliness of this inquiry will hardly be questioned, especially so as Representative Hepburn is about to assemble his sub-committee (of interstate and foreign commerce) to prepare a plan for organizing the proposed department of commerce, to which it has been proposed to transfer the statistical bureau of the agricultural department. At first flush, this transfer would seem to be undesirable; but this is a question these inquiries ought to throw light upon.

One peculiar feature of the affair, however, is the alleged statement by a newspaper correspondent that "an officer of the agricultural department" (not named), discussing the proposed work of the committee, had said: "I do not see that the visit of the committee can be attended by much good." One has, perhaps, a right to infer that this remark, if made at all, must have emanated from an understrapper of that class of men whose superciliousness is in inverse ratio to the importance of their official position.

For while he proceeds to say that his department has "practically accepted the statistics of the census"—which previously Mr. Hyde had declined to accept as a basis for the customary ten-year revision of the figures of his office, considering them vastly too large—he also declares that his department has no real faith in the accuracy of the census figures, which, he continues to say, are in triplicate—being those of township, county and state agents, which do not agree with each other nor with the grand total, which also is "a good deal of guesswork," "many sets of figures having to be supplied," etc.

Under the circumstances, if we are to believe the accuracy of this reported interview, one cannot avoid the conclusion that there is a screw loose somewhere. If the census figures are correct, or reasonably so, there should be no hesitancy in the agricultural department's saying so or of adopting them and starting fresh. If they are not reliable the agricultural statisticians should demonstrate such unreliability. The esprit de corps of departments is all very well, but it should not go to the length of discrediting the work of other bureaux without abundant reason. The work of the National Board of Trade's committee will therefore be watched with much interest.

### A PREFERENTIAL EXPERIENCE.

Canada's experience with Germany ought to show the Dominion the folly of the preferential tariff idea. In the hope of inducing England to adopt that principle in aid of her colonies at the expense of the rest of the world—agricultural chiefly—Canada recently granted duty concessions on English goods, in return for which she got nothing from England and a very black eye for her grain trade from Germany.

Germany is entirely case-hardened against the doctrine that the "consumer pays the tax." At least, whether he does or not does not enter into Germany's theory of efficacy of retaliatory duties. Canada discriminates in favor of British goods; *ergo*, Germany retaliates by discrimination against Canadian grain.

And to make this discrimination certain Germany has notified American exporters that in order to prevent any Canadian grain from sneaking into her ports via America, as she has reason to suspect is happening, exporters must furnish satisfactory certificates of the origin of the grain or pay the maximum tax rate.

Canada can, of course, retaliate on German goods directly; but, after all, tariff wars are horribly destructive of—export business; and that is what Canada thinks she needs most of all just now.

### THE FORT WILLIAM FIRE AGAIN.

The further details supplied with reference to the physical condition of the Canadian Pacific steel elevator at Fort William in May last completes the demonstration that no steel house that contains wood in its machinery, elevator legs, platforms, etc., can be justly called or is a fireproof structure. In this case, in addition to the wood actually used in construction, a material quantity was used incidentally in the course of the operation of the plant, and this caused the destruction of the house—not by burning it, but by melting it down, the structural iron work not being protected by fireproof material.

Another fact brought out was the unreasonable accumulation of dust and debris in the house as the result of extra heavy run of business, which supplemented the disproportionate amount of wood in and about the premises to make a most destructive fire.

Naturally the fire has called into question the character of all so-called fireproof elevators, and alarmed the banks and loaners in those states where the banking laws require grain used as collateral to the insured, and it has on that account been doubly unfortunate. In fact, however, the fire has pointed out in a singularly emphatic manner the defects that only need to be avoided and the omissions that must be supplied to make the steel house fireproof in fact as well as in name; and will prove a blessing to the trade to that extent.

The Iowa Grain Dealers' Association's committee has concluded to let the mutual insurance project rest for the present. A report on the national scheme may be expected at Peoria, which may throw more light on this insurance question.



# EDITORIAL MENTION

Get ready for Peoria and a big meeting.

Keep your backbone in your back and don't pay contract prices for off-grade oats.

The departments of "Communicated" and "Court Decisions" are peculiarly interesting this month.

If your neighbor is inclined to be "grouchy," get next to him and bring him to Peoria. He'll get over it.

Two dead and one narrow escape from smothering in grain bins reported this month. How long will this slaughter go on?

We shall miss that bed of mint and the little still house in the cool, green Memphis hollow; but Peoria has compensations to offer that are not to be despised.

The Chicago Drainage Board's analyst has repeatedly declared that Peoria water is free from "bugs"; but there's no law requiring one to do any more than bathe in it.

The Great Northern Elevator, having returned to the fold of the Western Elevating Association at Buffalo, all is smiling peace again in the pool, with only the Kellogg canal house on the fence watching the procession go by.

The farmers in Eastern Oregon cooperate on an original plan. They pool their grain and receive bids for the whole lot. In this way they have usually realized a material advance (in some cases as much as 4 and 5 cents) over current prices in small lots, the pools not infrequently involving as much as 60,000 bushels of wheat and 100,000 bushels of oats in a single sale.

Elevator building in the West, as predicted in these columns in April and May, has been uncommonly brisk all summer and especially so in the Northwest and the younger grain states. The new houses are all built for permanent use, are well constructed and equipped with improved machinery—quite in keeping, in fact, with the substantial character of the farm improvements of the West and Northwest made during the past few years of agricultural prosperity.

The fifth annual meeting of the United States Maltsters' Association, recently held, did not accomplish so much legislative business as it emphasized the need of a larger and more militant membership. In common with other grain dealers, the maltsters feel the effects of imperfect and oppressive transportation arrangements and charges, which can be corrected as to the maltsters only by a more general and united action than the association's membership now makes possible. The same is true in regard to the labor troubles from which the malting trade at times suffers severely at the hands

of irresponsible unions. The more general interest of maltsters in and support of this association would greatly benefit the trade at large as well as individuals.

The next legislature of Oregon will be called on to enact a law providing for a state grain commission. The Oregonians, like other good and well-meaning people, have the idea that they can raise the standard of their grain and its price if they only have a commission. They may change their minds one day, when their commission is as old as some state commissions further east not necessary to mention.

The Interstate Commerce Commission, which has been investigating flour rates at Minneapolis, is expected to come to Chicago about September 25 or 26 to enquire into the fluctuations of grain rates between Kansas City and Chicago. These meetings may be interesting enough to the Commission; but one begins to wonder, "w'ats the use?" seeing that nothing appears to come of them except talk.

Baltimore hay and grain receivers are suffering temporarily from the vicious practice of certain unscrupulous houses of circulating fictitious quotations in their market letters. The purpose is obvious; but so transparent a deception ought to fool no country shipper of good sense. The perpetrators, however, ought to be disciplined for all that, since the practice reflects on the market as a whole in a bad way.

The United States Maltsters' Association tackled only to drop as too hot the question of reciprocity with Canada with barley as a subject of tariff reduction on this side. This is an old question with the barley men, who generally oppose any reduction of the tax. Just why maltsters should feel the same way is not quite so apparent, but they do; and the association, as to this question, simply "marched up the hill and then marched down again," burying the question on the route.

Barley is coming to the front in the Northwest as a popular crop, bidding fair to rival wheat and flax in value per acre. The crop, on lands suited to it, is, indeed, an ideal one, in that the grain always brings a fair price, whatever its quality, while choice malting barley is always sufficiently in demand at a price to make the crop a tempting one to the grower. The home of the crop has in the past ten or twelve years traveled so far westward that the New York and Ohio crops are almost reduced to the "also-ran" importance.

The Secretary of Agriculture is quoted as saying that "If no damaging frost occurs within the next thirty days there will be the greatest corn crop harvested that this country ever saw. There are some territories, of course, where the crop is not up to the standard, but speaking generally, the promise of a tremendous yield was never better." And therefore all creation begins to sell corn. Which makes one think that if public officials and party newspapers would just blow off the frost for a while and give us a rest about the "enormous crop" and "immense prosperity" (of stock lithograph manufacturers), prices for grain might rule

even better. We Americans are much too prone to gush, just now. Why not try to sober up and get our bearings before going into tantrums about a crop that has yet to be picked and may yet go to the bow-wows?

Toledo is satisfied now the change is made. C. A. King & Co.'s circular puts it in this way, giving credit to the Ohio and Indiana associations, to-wit: "Toledo is indebted to the Ohio and Indiana dealers for waking up the high-grade seed men here. Some said our grades were perfect, but all now approve the action modifying the prime standard, commencing with next January. It is only a step in the right direction. People do not use clover seed for ornaments. They want a prime grade of general use." Tally one more for association work.

The grain drier of an interior Minnesota mill has been "surprising the natives" with its performances with wet wheat this fall. Formerly the grain that this year is going through the drier and bringing when dried within a few cents of No. 1 was nearly a dead loss to the farmer. The cost of drying is now so slight that the wonder is more country mills and elevators do not put in driers and themselves take some of the enormous profits that the terminal elevators pocket during crop years like the current one. Making grade stuff in the country is certainly as legitimate as it is in the city.

Down at Tuscola and at a farmers' elevator, too, the tables were turned with a vengeance the other day. The elevator managers had agreed to pay certain farmers certain prices for contract oats and corn on contracts made during the bulge of July; but before the time of delivery expired the bulge had subsided and prices had collapsed. The grain came in all right, however, according to contract; but the elevator managers claimed the stuff did not "grade" and refused to pay the agreed price. Then two rich farmers sued. In both cases the elevator was mulcted. This shoe is so often on the other foot that naturally, as the local paper says, "these two cases aroused considerable interest among the farmers of the county" in the way of "establishing a precedent." It is to be hoped farmers will be able to see both sides of this kind of business now, and not complain when they are similarly held to their contracts.

Secretary Stibbens, in an address printed on page 117, enumerates some obvious causes for shortages. He omits one, however, that, as one suspects, is not without its share of the guilt, although a cause little dwelt upon for sufficient reasons; that is to say, the buying scales. Every now and then this culprit is brought to book and his insinuating speculations unmasked; but it is rare, indeed, that the little joker has raked in a jack-pot of the size reported from Chapin, Iowa. Here, according to a well circulated story, Moore Brothers & Felthouse, who had had a suspicion of wickedness in their scale shed, recently called in an expert, who made the interesting discovery that the scales had been cheating the warehouse owners to the tune of 10 to 12 per cent. How much our friends are out they can't say, but



their best judgment is that they have paid at their warehouse at least \$1,500 for grain that they never received.

Wheat and oats have both been remarkably poor at inspection since the new crops began to move; and bearing in mind the excess of rainfall at harvest time, it would not be unreasonable to expect much low grading of these grains during the entire crop year. It will be a difficult year for the country buyer to keep on the best terms with his farmers, but both grains should be bought strictly on their merits, and short selling to hedge may not be any too safe during this crop year.

It is a popular theory, with farmers and land agents, at least, that "cheap corn is not even in sight," in spite of a prospective crop estimated at nearly 2,590,000,000 bushels. This may be true. It is probably nearer true of beef. But the growing corn crop, now not quite on time, may yet have something to say on that subject before the year is over. One may say this and still refuse to be called a bear, the annually increasing demand for corn for new products and for millers' use being by no means a quantity determinable in advance. Corn flour is only beginning to be appreciated for what it is worth.

Pending its appeal to the higher court, the Christie bucket shop at Kansas City is permitted to use Chicago quotations if it can get them and there seems no trouble on that score. As the Kansas City Board of Trade seems never to have had the nerve to fight this old nuisance on its own account, the punishment of loss of business may fit this particular crime of omission. In Milwaukee the last "shop" has shut up; while at Minneapolis the Coe Commission Company is fighting for existence on the same plea put up by the Christie crowd: answering in court by saying, "You're another." This seems to be the last gasp.

It is indeed interesting to note, as the Pope & Eckhardt Company circular says, that "In the evolution of values under the new conditions everything that is pumped or dug out of or grown upon the earth, grain excepted, is manipulated by some monopolistic combine to sustain and control values. From coal, iron and oil to lumber, paper pulp and even straw, this is true. Railway stocks, mining shares and industrial certificates by the billion, from 'Tin Can' to 'Paper Bag,' are reached for by the people with eager avidity; but everywhere grain is looked upon with distrust and its ownership universally discouraged."

The farmer in Manitoba and the Northwest Territories is getting to be a chronic growler. While he boasts of his prosperity and his increasing wealth, he even more loudly complains that the "splendid elevator system" of the country is an oppressor. And not content with a "flat house" law that gives him every facility for shipping his own grain, with the preference in his favor in the distribution of cars, he is now advocating, through the Moose Jaw Agricultural Society, the government ownership of the elevators to be bought and supported by a tax (on the general taxpayer?). In other

words, the type of the grumbler who finds fault at an elevator charge which he says amounts to five cents per bushel, and is no doubt less than that gross, wants all the benefit of the service of the elevator system, but hopes to shift the burden of the expense thereof to other shoulders than his own. There are some farmers of this type still left in the States, but at the rate the grumbling is increasing in Canada and dying out here one begins to suspect and to hope that the most of the 50,000 Americans who crossed the line in the past two years were of the Moose Jaw Society type.

Rosenbaum Brothers mail us an occasional oats trading card showing the range of prices obtained for consigned oats that missed contract grade. An examination of the card shows, as probably an examination of the cards of every other energetic commission house would show, that with oats of the present crop it pays to consign and have the grain sold on its merits. With the best equipped cleaners and purifiers in town having difficulty in manufacturing contract stuff that will grade, it looks like royal nerve for the country shipper to contract oats unless his particular section of the country has been an exception to the rest of the oats area this year.

Some little criticism has been made by receivers that the Iowa association does not recognize farmers' elevators, the objection being that there are some farmers' elevators that are run "on the square." This is true; but critics of the Iowa association are reminded that that association does recognize such companies. The distinction made is just this: When a farmers' elevator is operated for the purpose of earning margins to pay expenses, profit, etc., instead of making assessments to pay expenses, it is recognized as a legitimate enterprise, otherwise it is not. The distinction is a sound one that should obtain wherever associations are confronted with this question of recognition.

The latest discovery by the newspapers is the "unique experiment" of "wealthy Iowa farmers" who are said to be building elevators on their own farms to hold 10,000 bushels, say, of their own grain and some of their neighbors', if they can buy it. Grain buyers, we are told, are "alarmed," etc. We doubt it. A farmer who is shrewd enough to build an elevator to house his own grain on the farm is not dangerous to the grain buyer. Rather, he is likely to be a benefit. He will soon find out how much it costs to run an elevator in the way of handling charges and shrinkage and the knowledge will increase his respect for the regular buyer and probably also his wonder that the buyer is able to make a living doing it on the margin he usually gets. It is more than likely that the new Iowa practice of charging storage for grain may have had something to do with this alleged disposition to build elevators on the farm. In addition to saving this carrying charge, the farmer who stores on his own place is distinctly to be praised for his foresight in holding his grain out of the "visible" and keeping bear speculators guessing. This "unique" Iowa idea might be more useful if it should become more general.

## IN THE COURTS

C. A. King & Co. of Toledo have begun suit against Swen & Co. of Jackson, Ind., for \$488, the amount of an overdraft on five cars of grain, and have attached money belonging to defendants in the hands of H. W. Devore & Co. at Toledo.

The Brooks-Griffith Company was made defendant in an action for \$20,000 damages, commenced in the district court at Minneapolis by George Law. The plaintiff alleges that while employed in the defendant's elevator at Stanton, he fell thirty-four feet and injured his spine. He alleges there were no proper safeguards about the building.

Suit was entered at Fort William on August 5 by J. A. Jameson against McKenzie, Mann & Co. for \$27,500 in the high court at Port Arthur. The action is on account of differences that exist in the construction of an elevator at that place. At the same time Judge Fitzgerald has granted an injunction to Mr. Jameson restraining McKenzie & Co. from going ahead with the work of repairs on the elevator.

Louis Eland has begun suit against the D. Rothschild Grain Company at Davenport, Iowa; damages claimed, \$15,000. Mr. Eland claims that his hand was crushed between the rope and the sheave of a grain car puller and his arm broken in four places while he was in the performance of his duties as an employe of the company's elevator on Davie Street. He alleges general neglect of apparatus and imperfect appliances and lighting as the cause of the accident.

Adolph Kempner has begun suit against W. L. Sackett, publisher of the Herald at Morris, Ill., and member of the Illinois State Board of Canal Commissioners, to recover \$2,000 alleged to be due for margins. Mr. Kempner claims that Mr. Sackett went to him while the Phillips oats deal was in progress and placed certain orders for oats which he said were guaranteed by Mr. Phillips. No margins were left with Mr. Kempner, the firm simply permitting him to trade through it on what they supposed was Mr. Phillips' guaranty. The suit is to recover funds due as a result of that transaction.

Two suits have been tried against the Farmers' Grain and Coal Company of Tuscola, the complainants alleging violation of contract. One suit was by Fred Rahn, who claims to have sold oats at 35 cents. On delivery the company claimed the grain was not up to grade and refused to accept it. Rahn then sold to a competitor at 26 cents and sued for the difference. In the other case, Mrs. Martha Dolin sued for the difference between 61 and 45 cents, the trade being for dry corn. The company made the same claim; that the grain was not up to grade. When called for trial the jury gave Mrs. Dolin a judgment for the amount asked; and the company defaulted when the Rahn case was called, and judgment in that case also was issued for the full amount claimed.

The Des Moines Elevator Company has filed a petition in the District Court at Des Moines charging the C. & N.-W. Railway Company with discrimination. The elevator company, which has an elevator on the Des Moines Union Track, to which the C. & N.-W. road has hitherto delivered cars of all kinds of merchandise billed to parties located on said track, including grain to the petitioner, claims that since November 1 last the railroad company has refused to so deliver cars consigned to it on the Union Tracks to be moved to its elevator for unloading, and that the elevator company has been obliged to unload C. & N.-W. cars consigned to it at the team tracks and deliver said grain to its elevator by wagon, the number of cars so consigned and so unloaded from Nov. 1, 1901, to July 25, 1902, being 245, and the cost of transferring the grain \$2,773.13. The elevator company claims that this is a discrimination against it in that the said railroad company has set out cars for other shippers on said Union Tracks in Des Moines. The elevator company asks for a judgment for the amount named.



## TRADE NOTES

The Hall Distributor Company of Omaha, Neb., are sending out to their principal agencies a neat model in brass of their popular Grain Distributor.

Grain cleaning machinery men report a brisk business in their line in Kansas City and the southwest owing to the condition of the grain, which as a rule requires considerable attention to get it into marketable shape.

The Wolf Company of Chambersburg, Pa., has engaged H. A. Nieding to sell their up-to-date line of machinery in the southeastern states. Mr. Nieding is well known in this territory. He makes his headquarters at Salisbury, N. C.

For the permanent protection of steel work Dixon's Silica-Graphite Paint is highly recommended. The Joseph Dixon Crucible Company, Jersey City, New Jersey, will, upon request, be pleased to explain the economy of protective painting.

"A Line a Day About the Markets" is the title of a weekly circular issued by Rosenbaum Brothers, Chicago. It gives a brief summary of the market and crop conditions of each trading day, together with the range of prices on wheat, corn and oats.

Prof. Anthony Zeleny of the University of Minnesota, St. Anthony Park, Minn., has invented an electrical apparatus for taking the temperature of grain and other material stored in large quantities in bins, etc., where it cannot be readily gotten at. It is said that it is to be manufactured by a company and placed on the market.

The Tromanhauser Company, Minneapolis, Minn., has been incorporated with a capital stock of \$100,000 by Seneca H. Tromanhauser, Jesse H. Tromanhauser and Edwin H. Tromanhauser. The company will carry on the business of elevator building and general contracting, in which the brothers have been engaged either separately or together for many years.

A very reasonable catalog is that of the Richmond City Mill Works, Richmond, Ind., illustrating and describing the Richmond line of Grinding Mills. It tells an interesting story in an interesting way and the man who is thinking of engaging in feed or meal grinding or in buying a new mill will derive much real information from its perusal. It is a genuine improvement over the old style catalog.

Tweedale & Harvey, manufacturers of the Perfection Grain Dryer, Chicago, Ill., have taken orders for a 300 bushel capacity per hour grain drier to go to Caldwell, Barr & Co., Earl Park, Ind., and a drier of same capacity to Ross & Ross at Chalmers, Ind. While each of the machines has a rated capacity of 300 bushels it is expected, from previous experience, that they will have an actual capacity in excess of this amount.

The Skillin & Richards Mfg. Co. of Chicago, Ill., report among recent contracts complete grain handling outfits for the following: Neola Elevator Company of Chicago, for new elevators at Lenton, Grant Center and Big Rock, Iowa; and Barnett & Record Company for the new Huhn elevator at Minneapolis, Minn., to the Tromanhauser Company, Minneapolis, Minn., for thirty elevators along the line of the Canadian Northern in Manitoba; for Canadian Northern elevator at Port Arthur, Ont., and for Decorah Malting Company, Sioux Falls, S. D.

From the Robert Aitchison Perforated Metal Company of 305 Dearborn street, Chicago, we have received a new illustrated catalog of 36 pages. This company was established in 1868 and its sole business is the manufacture and sale of perforated metals of all kinds and for all purposes. Having dies for over 600 sizes and shapes of perforations, they can supply almost any requirement without the extra expense of making special dies. They are also equipped for galvan-

izing sheets after they are perforated, when this is desirable.

Tromanhauser Bros. of Minneapolis, Minn., have the contract for thirty modern grain elevators to be built for the Canadian Elevator and Grain Company of Winnipeg. Forty eight-inch No. 2 Gerber Distributing Spouts are to be used in equipping these houses.

The C. O. Bartlett & Snow Co., Cleveland, Ohio, manufacturers of corn shellers, feed grinders, etc., are sending out a circular describing their present plant, its location and superior facilities for doing good work in their line, doing it cheaply and making prompt shipments. They present a map of their section of the city, showing their exact location, shipping facilities, etc. Three half-tone illustrations in the circular tell the story of the growth of this company's business from a single room shop in 1885 to a three-story building in 1894 and a good-sized manufacturing plant in 1902.

[For the "American Elevator and Grain Trade."]

### DRYING WET WHEAT.

BY GEORGE T. ZIMMERLE.

In designing any arrangement for the purpose of drying wet wheat it will be well to consider what are the natural qualities and the action of heat and what is its effect on different kinds of matter.

Heat is a force which may be brought about in several ways. Solar heat is that which is due to the rays of the sun. This may be termed a natural production. Molecular heat is produced by the mingling of different kinds of matter which act upon and combine with each other, changing them from their original form to some that are different. Fire heat is that which is produced by combustion and is a combination of both chemical and mechanical operations.

Heat may be produced by purely mechanical means. Two pieces of wood or any other solid matter, rubbed together, will cause heating and will even begin to burn if the action is repeated or continued long enough. If the water in a vessel is stirred for a long enough time, it will become heated and boil. All matter is composed of molecules, and these molecules are in a continued state of motion. When heat is applied to any matter it increases its molecular action and raises the temperature when the matter is of a dense and compact nature and is composed of a large number of molecules. It requires more heat to impart motion to these molecules than is required for any matter that is less dense.

The standard of heat measurement is the unit. One hundred heat units have sufficient amount of force to raise the temperature of one pound of water 100 degrees, or 100 pounds of water one degree. The same amount of heat will raise the temperature of one hundred pounds of air 4.2 degrees, or one pound of air 420 degrees.

Any matter whose molecules are in a rapid state of motion will impart to and increase the molecular action of any other matter of a less temperature against which it may be brought into contact; and when this is done the molecular action of the cooled matter will be accelerated and increased and the molecular action of the latter will be decreased. This operation continues until both bodies of matter will become even in temperature.

When heat is applied to water it produces an increase of motion of the molecules of which it is composed. It causes the water to expand, and this tendency to expand is checked and retarded by what is known as atmospheric pressure, or the weight of air, which is 15 pounds to the square inch. In the process of steam-making it requires 180 heat units to raise the temperature of one pound of water from 32 degrees F. to 212 degrees F. When this temperature is attained, water will commence to boil; but before it can be changed into steam it will require the application of 955 heat units additional.

Water begins to boil at a temperature of 212 degrees F. at sea level, but at a high altitude it will boil at a much lower temperature. An illustra-

tion of this may be had in the simple process of boiling eggs. An egg would become cooked at sea level in boiling water in three minutes, while in the high altitudes of mountain regions it will require from five to six minutes to cook it as thoroughly. The difference is due to the light atmospheric pressure of the high altitude.

In the drying of wet wheat, if it is subjected to a too intense heat, conditions will be such that the chemical combination will weaken and the nature of the elements of which the wheat is composed will be changed. In a former article I suggested that wet wheat might be dried by using steam driers built so as to operate in a method similar to those known as the Cutler. I refer to this make, as it is quite well known. It consists of a number of steam pipes which, being set in a frame revolves and comes into contact with the wheat; but as this wheat is lifted and let to fall, is kept in a continued state of motion, it does not become heated sufficiently to become cooked. If the motion is rapid enough, while the temperature of the steam pipes is high enough to produce the chemical changes which occur in a cooking process, the force of it is diminished by diffusion through the large amount of wheat and the moisture with which it is saturated. If a drier of this kind were enclosed in a tight case, the application of the heat would cause evaporation of the moisture and produce pressure of the same that would force the steam further into the wheat and cause a softening and disintegration of the berry. For this reason, the case is made open so that the moisture may escape. Notwithstanding this, the atmospheric pressure is continuous and a sufficient amount of heat must be imparted to the moisture to produce a force sufficiently strong enough to overcome the resistant power of atmospheric pressure.

If the case of a drier of this kind were made air- and steam-tight and a connection were made thereto leading to a suction fan, the resistant force would be less than that which is produced by atmospheric pressure and the moisture would escape at a lower temperature. This would be on the same principle as that of water boiling at a lower temperature at a high altitude than it would at a lower one. While in steam-making a temperature of 212 F. is considered necessary before the process of evaporation can occur, moisture can be eliminated from other matter at a much lower temperature when aided by mechanical action, such as currents of air when the wind blows. This would be the same with a drier as suggested with a suction fan. The suction would reduce the pressure caused by the expansion of heated moisture and the current would mechanically bear the moisture away.

Another device for drying wet wheat might be arranged by building upright cylinders of heavy corrugated sheet iron, so placed that the corrugations would extend around like the hoops of a barrel. On the outside of the cylinders would be one large enough to allow an expansion of two or three inches between the two. Both of these cylinders could be made perforated with holes small enough to prevent the wheat from passing through them. The wheat could be fed in at the top between the two cylinders, and as it would pass down through the cylinders, the corrugations of the inside cylinders would cause it to turn over and at the narrow space between the inner and outer cases the stream would become thinner.

Heated air could be forced into the inner cylinders at any pressure desired. This would have a tendency to force heated air through the wheat and the heat force contained in the heated air would drive the moisture outward so that it would escape through the perforations of the outer cylinders.

With an arrangement of this kind, with the wheat kept moving rapidly, a large capacity could be attained and the liability to cook the wheat which might be met with in driers where the wheat remains stationary and when the heat force is applied for a long duration of time will be obviated.

Each method has some advantages peculiar to itself. With the revolving driers a certain amount of power would be required to drive them, but the entire arrangement would not require a high building. It could be located on the first or second floor, or several could be placed on top of each other, discharging from the upper to the lower. With the upright cylinders a considerable amount of height would be necessary to secure capacity and if several of them were used a number of elevators would be necessary to raise the grain from the bottom of the one to the top of another. It would also require a building of considerable height.

When coming to a decision as to what would be the better of these two methods, conditions and circumstances which might be peculiar to different cases would have a bearing in determining which would be preferable.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Sept. 6, 1902, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	1,023,000	10,000	289,000	63,000	
Boston	461,000	7,000	21,000		
Buffalo	1,544,000	185,000	254,000	82,000	
do. afloat					
Chicago	2,942,000	1,636,000	526,000	31,000	
do. afloat					
Detroit	462,000	1,000	198,000	38,000	5,000
do. afloat					
Duluth	548,000	1,000	87,000	65,000	181,000
do. afloat					
Fort Williams	240,000				
do. afloat					
Galveston	600,000				
do. afloat					
Indianapolis	615,000	58,000	17,000	1,000	
Kansas City	740,000	20,000	44,000		
Milwaukee	17,000	25,000	87,000	3,000	17,000
do. afloat					
Minneapolis	1,662,000	3,000	199,000	35,000	114,000
Montreal	210,000	36,000	55,000	8,000	1,000
New Orleans	1,257,000				
do. afloat					
New York	1,056,000	107,000	658,000	53,000	4,000
do. afloat					
Peoria	42,000	17,000			
Philadelphia	710,000	4,000	156,000	43,000	
Port Arthur	618,000	2,000	401,000	2,000	
do. afloat					
St. Louis	110,000				
do. afloat					
St. Louis	4,005,000	33,000	24,000	12,000	
do. afloat					
Toledo	1,036,000	124,000	988,000	72,000	1,000
do. afloat					
Toronto	22,000		1,000		
On Canal	566,000	59,000	47,000	59,000	
On Lakes	781,000	207,000	40,000		
On Miss. Riv. r.	154,000				
Grand Total	21,421,000	2,523,000	4,092,000	577,000	333,000
Corresponding date 1901	28,440,000	13,123,000	7,378,000	1,615,000	683,000
Weekly Inc.	455,000		1,159,000		130,000
Weekly Dec.		554,000		89,000	

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the ten weeks ending Sept. 8, for the last two years, according to the Cincinnati Price Current, were as follows:

	1902.	1901.
St. Louis	13,276,000	10,290,000
Toledo	7,318,000	3,585,000
Detroit	903,000	625,000
Kansas City	9,153,000	10,279,000
Winter	30,650,000	24,759,000
Chicago	12,846,000	16,928,000
Milwaukee	856,000	1,403,000
Minneapolis	11,027,000	13,792,000
Duluth	2,144,000	4,173,000
Spring	26,873,000	36,296,000
Total bus., 10 weeks	57,523,000	61,055,000

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Sept. 12, has been as follows:

AUGUST.	NO. 2* R.W. WHT		NO. 1* SP. WHT		CORN, NO. 2		NO. 2 OATS.		NO. 2 RYE.		NO. N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
13.....	69	69	71 3/4	73 3/4	54	54	27	28	51	51	1.40	1.40
14.....	69 1/2	71 1/2	72 1/4	74 1/4	56	56	29	30	51	51	1.40	1.40
15.....	70 1/4	71 3/4	73 1/4	75 1/4	56	56	29 3/4	30 1/4	51 1/2	51 1/2	1.39	1.39
16.....	69 1/2	70 3/4	73 1/4	75 1/4	54 1/2	54 1/2	30	30	50 1/2	50 1/2		
17.....												
18.....	69	70 1/4	72 3/4	74 3/4	55	55	27 1/2	29	50	50	1.44	1.44
19.....	69 1/2	70 3/4	72 3/4	74 3/4	55 1/2	55 1/2	28 1/2	29 1/2	50 1/2	50 1/2	1.37	1.37
20.....	69 1/2	70 3/4	72 3/4	74 3/4	56	56	29	30	50 1/2	50 1/2		
21.....	70 1/4	71 3/4	73 1/4	75 1/4	56	56	30	31	50	50		
22.....	70 3/4	72 1/4	74 1/4	76 1/4	59	59	29	30	51 1/2	51 1/2		
23.....	71 1/4	72 3/4	74 3/4	76 3/4	59	59	29 1/2	30 1/2	51	51	1.41	1.41
24.....												
25.....	71 1/4	72 3/4	74 3/4	76 3/4	60	60	27 1/2	28 1/2	48 1/2	48 1/2	1.40	1.40
26.....	71 1/4	72 3/4	74 3/4	76 3/4	60	60	28 1/2	29 1/2	50	50	1.41	1.41
27.....	70 3/4	71 3/4	73 1/4	75 1/4	59 1/2	59 1/2	31	31	51	51		
28.....	70 3/4	71 3/4	73 1/4	75 1/4	61	61	30	30	50 1/2	50 1/2	1.41	1.45
29.....	70 3/4	71 3/4	73 1/4	75 1/4	59	59	28 1/2	29 1/2	50 1/2	50 1/2	1.41	1.41
30.....	70 3/4	71 3/4	73 1/4	75 1/4	59	59	30 1/2	30 1/2	51	51	1.41	1.41
31.....												
Sept.												
1.....	70	71 1/4	73 1/4	75 1/4	60	60	29	29	49	49	1.42	1.42
2.....	70 3/4	71 3/4	73 1/4	75 1/4	60 1/2	60 1/2	28 1/2	30	51	51		
3.....	71 1/4	72 3/4	74 3/4	76 3/4	60 1/2	60 1/2	29 1/2	29 1/2	50 1/2	50 1/2	1.45	1.45 1/2
4.....	72	72 3/4	74 3/4	76 3/4	61 1/2	61 1/2	30 1/2	30 1/2	51 1/2	51 1/2	1.46	1.46
5.....	71 1/4	72 3/4	74 3/4	76 3/4	61	61			51	51	1.42	1.42
6.....												
7.....												
8.....	71 1/4	72 3/4	74 3/4	76 3/4	58 1/2	58 1/2	30	30	50	50	1.37	1.37
9.....	72 1/4	73 3/4	75 3/4	77 3/4	58 1/2	58 1/2	28 1/2	29 1/2	50	50	1.38	1.38
10.....	72 1/4	73 3/4	75 3/4	77 3/4	58 1/2	58 1/2	28 1/2	29 1/2	50 1/2	50 1/2	1.38	1.38
11.....	72 1/4	73 3/4	75 3/4	77 3/4	60 1/2	60 1/2	29	29	50 1/2	50 1/2	1.38	1.38
12.....												

\*Nominal price.

+Holiday.

During the week ending August 15, Prime Contract Timothy Seed sold at \$4.25@5.10 per cental; Prime Contract Clover Seed at \$8.50@8.75.

During the week ending August 22, Prime Contract Timothy Seed sold at \$4.35@5.00; Prime Contract Clover Seed at \$9.00@9.10.

During the week ending August 29, Prime Contract Timothy Seed sold at \$4.40@4.60; Prime Contract Clover Seed at \$8.85@9.10.

During the week ending September 5, Prime Contract Timothy Seed sold at \$4.15@4.60; Prime Contract Clover Seed at \$8.75@9.00.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of August, 1902.

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	568,855	1,469,745	902,139	1,991,976
Corn, bushels	73,515	66,597	13,628	231,403
Oats, bushels	414,757	604,113	3,669	126,738
Barley, bushels	1,004			
Rye, bushels	1,775			
Hay, tons	6,340	5,390	3,638	8,413
Flour, bbls	180,228	235,734	127,387	162,935

**BUFFALO**—Reported by H. Howard Mason, secretary of the Merchants Exchange. Shipments by canal only.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	6,613,461	5,436,390	6,274,679	4,121,844
Corn, bushels	2,988,474	3,121,167	527,477	1,363,583
Oats, bushels	738,986	1,610,722	1,132,210	2,373,234
Barley, bushels	35,000	105,000	392,482	267,498
Rye, bushels	135,700	176,922	284,249	314,161
Other Grass Seed, lbs	37,800	58,710		
Flax Seed, bushels	196,203	134,977		
Flour, bbls	5,544,994	5,431,593		30

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	7,653,369	8,877,826	5,777,574	5,278,665
Corn, bushels	1,933,540	6,017,604	5,434,784	4,138,538
Oats, bushels	9,670,921	10,245,025	9,985,021	5,525,420
Barley, bushels	417,875	729,132	31,395	69,588
Rye, bushels	476,925	390,137	367,668	58,624
Timothy Seed, lbs	8,429,630	3,980,550	4,297,065	3,916,409
Clover Seed, bs.	208,548	427,692	123,952	182,374
Other Grass Seed, lbs.	125,700	625,420	291,491	1,586,805
Flax Seed, bushels	260,375	493,532	227,044	264,887
Broom Corn, lbs	2,280,970	2,745,350	800,280	1,989,165
Hay, tons	22,084	19,145	599	1,008
Flour, bbls	492,404	668,300	376,216	461,340

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	297,264	708,247	247,226	65,791
Corn, bushels	343,184	629,137	153,903	311,557
Oats, bushels	593,879	656,589	308,973	323,508
Barley, bushels	946	12,501	30	280
Rye, bushels	42,124	66,714	18,819	30,768
Timothy Seed, bags	20,147	7,744	4,218	3,767
Clover Seed, bags	711	730	865	525
Other Grass Seed, bags	20,147	7,744	4,218	3,767
Hay, tons	8,478	10,221	2,836	5,624
Flour, bbls	193,568	201,609	154,539	153,098

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	488,999	333,999	158,502	61,889
Corn, bushels	143,850	245,739	9,278	72,136
Oats, bushels	649,071	668,016	134,390	133,727
Barley, bushels	15,886	25,290		
Rye, bushels	134,504	287,566	69,270	43,923
Flour, bbls	42,900	33,750	29,200	23,400

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	416,130	1,893,592	2,205,798	2,229,726
Corn, bushels		1,418		1,101,734
Oats, bushels	41,020	54,738	459	189,452
Barley, bushels	89,332	132,843	30,000	
Rye, bushels	67,016	218,972	54,735	1
Flax Seed, bushels	55,714	260,422	73,952	50,483
Flour, bbls	915,105	167,855	939,805	762,115

**GALVESTON**—Reported by C. McD. Robinson, Chief Inspector of the Cotton Exchange and Board of Trade.

Wheat, bushels	3,148,099	3,194,457
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**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade.

Wheat, bushels	4,553,600	4,870,400	3,694,400	4,108,000
Corn, bushels	750,400	1,280,000	586,400	945,750
Oats, bushels	787,200	873,600	749,200	481,200
Barley, bushels	5,000	4,000	4,000	4,000
Rye, bushels	45,600	146,250	41,000	151,500
Bran, tons	1,155	795	3,424	4,890
Flax seed, bushels	16,000	22,000	15,000	15,000
Hay, tons	14,718	14,719	6,480	3,340
Flour, bbls.			97,400	119,800



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

H. G. Epps is building an elevator at Hume, Ill.  
P. A. Felter is improving his elevator at Eureka, Ill.

Wood Bros. are rebuilding their elevator at Rapatee, Ill.

A 20,000-bushel elevator is being erected at McDowell, Ill.

A new elevator is just being completed at Reinke Station, Ill.

N. B. Claudon & Son are building an elevator at Fairbury, Ill.

Mr. Moberly is completing his fine new elevator at Mt. Auburn, Ill.

Bartlett, Kuhn & Co. are completing a fine new elevator at Sidell, Ill.

A grain elevator is to be built at Athens, Ill., by a farmers' company.

The grain firm of Derrough & Rising at Mahomet, Ill., has been dissolved.

B. C. Beach & Co. have completed their new elevator at Champaign, Ill.

Chas. Munson has put in a new driveway at his elevator at Macomb, Ill.

H. B. Porter is building an elevator and corn cribs at Bird's Bridge, Ill.

Geo. Reverts, who operated an elevator at Stillman Valley, Ill., has failed.

The Neola Elevator Company is completing a fine elevator at Arlington, Ill.

Joseph Virtue has purchased and will operate the grain elevator at Woodbine, Ill.

W. S. Russell of Allentown, Ill., is building a 30,000-bushel elevator at Minert.

E. D. Risser's new elevator at Ludlow has been completed and the old one torn down.

C. J. Meyer, Peotone, Ill., is constructing an ariel spout from his elevator for loading cars.

The Fulton Grain and Produce Co., Fulton, Ill., organized but a short time ago, has failed.

Bentz & Bender have sold their elevator at Raymond, Ill., to Wm. Oberle & Son of Nokomis.

At Dewey, Ill., J. M. Jones has installed an improved Hall Grain Distributor in his elevator.

The Farmers' Elevator Company, Elliott, Ill., are building a 10,000-bushel addition to their elevator.

The Farmers' Elevator Co., New Holland, Ill., has increased its capital stock from \$4,400 to \$10,000.

Edward Owen has purchased the interest of J. F. Collins in the grain firm of Collins & Co. at Garrett, Ill.

Henry Schmutz of Tremont, Ill., is erecting a 50,000-bushel elevator there on the site of his old grain dump.

Turner & Hudnut of Havana, Ill., are completing a 10,000-bushel elevator at Matanzas. It will have gasoline power.

S. A. Hendee has purchased the "Q" Elevator at Bardolph, Ill., and is enlarging and improving it very materially.

A. B. Wood has succeeded to the elevator and grain business of the estate of Harrison Wood at New Haven, Ill.

The La Rose Grain Co. of La Rose, Ill., have installed two additional Hall Grain Distributors in their elevators.

J. C. Britt has placed a larger sized Hall Distributor in his elevator at Armington, Ill., for handling ear corn.

Willson & Jacobson, Gilman, Ill., have increased their elevator capacity and materially improved their plant otherwise.

The new elevator being built at Wapella, Ill., by Thorpe, Scott & Co. will be equipped with machinery furnished by the Marseilles Manufacturing Company.

E. R. Ulrich & Sons of Springfield, Ill., have the foundation in for their new elevator at Mt. Auburn. The machinery for this elevator will be furnished by the Marseilles Manufacturing Com-

pany. A No. 2-D New Process Corn Sheller is one of the features of the equipment.

S. C. Bartlett & Co. of Peoria have purchased an improved Hall Distributor to be installed in their elevator at Nelson, Ill.

Hight & Co., Decatur, Ill., have completed an addition to their elevator, which gives them a capacity for 60,000 bushels.

The Howard Grain and Mercantile Co. of Howard, Ill., have equipped their new elevator with an improved Hall Distributor.

O. V. Myers & Co. of Newman, Ill., are building a large storage warehouse in connection with their elevator at McCown Station.

A. L. Current has purchased the interest of his brother, Fay R. Current, in the grain firm of Current Bros. at St. Joseph, Ill.

John C. Koehn has sold his elevator at Danforth, Ill., to Eitt R. Eilts, who until recently was in the employ of C. J. Walter.

Brooks & Harrison's elevator at Stanford, Ill., is being moved back onto its foundation, from which it was blown by a windstorm this summer.

T. Long is building a new elevator at Carmargo, Ill., and will fit up the same with machinery of the Marseilles Manufacturing Company's make.

The Farmers' Elevator Company, New Holland, Ill., have erected coal bins near their elevator. The new sidetrack to their building is also completed.

The Powers Elevator Co. have purchased the Monarch Elevator at Adrian, N. D., and will also handle lumber, fuel and feed. Otto L. Bergeson is local manager.

Wendt Bros. of Deterich, Ill., are installing a complete new outfit of machinery in their elevator, including 10-horse-power gasoline engine, oats clipper, corn sheller, etc.

Mussey Bros. of Atkinson, Ill., have sold their elevator to B. S. Williams of Sheffield. The new owner also operates elevators at Annawan, Mineral, Sheffield, Buda, Henry and Chillicothe.

Brinkerhoff & Wright of Brocton, Ill., will install machinery and supplies, furnished by the Marseilles Manufacturing Company, in their elevator which they are building at Payne.

The Farmers' Elevator Company, Bushton, Ill., capital stock \$5,000, has been organized with Thos. E. Frasier as president, and W. A. Baker as secretary. They expect to build an elevator this fall.

Samuel Wylie has sold his elevator on the Santa Fé at Minonk, Ill., to R. M. Livingston, a young farmer living near there. Mr. Wylie will devote all his time to his large land interests near Minonk.

The Garrett Grain & Coal Company, Garrett, Ill., has been incorporated with a capital stock of \$5,000. This is a farmers' company which has purchased and will operate J. D. Bowen's elevator at that place.

A new elevator is being built at Stewardson, Ill., by Geo. W. Voris, who will equip same with machinery and supplies, including a 20 horse-power Model Gasoline Engine, purchased of the Marseilles Manufacturing Company.

The Marseilles Manufacturing Company have the contract for furnishing the machinery and supplies for the elevator that is being built at Fairbury, Ill., for N. B. Clauden. Geo. Sathoff of Cullom, Ill., is putting up the building.

J. E. Cristy has erected a fine elevator and a large coal shed at Ringwood, Ill. The building is 32x60 feet, with 22-foot posts. The entire building is covered with iron. The machinery is operated by a Fairbanks-Morse Gasoline Engine.

The Marseilles Manufacturing Company report having received several orders for machinery and supplies from the Northwestern Elevator & Grain Company for shipment to their several Illinois stations—Nelson, Camp Grove, Manlius, etc.

J. F. Fryer has purchased the interest of his partner, G. F. Smith, in the grain firm of Fryer & Smith at San Jose, Ill. He will continue the business under his own name. Mr. Smith will devote all his time to his large farming interests.

The large transfer elevator being erected at Pekin, Ill., by the Smith-Hippen Company to replace the one destroyed by fire, is being equipped throughout with elevating and power transmitting machinery furnished by the Marseilles Manufacturing Company, New Process Shellers and Cleaners being a part of the outfit.

The Munday-Settlemyre Company of Litchfield, Ill., who operate quite a line of elevators in that vicinity, have recently been overhauling their houses at Litchfield, Butler, Hornsby and Dorseys, installing in each of them New Process Corn Shellers made by the Marseilles Manufacturing Company. They have also purchased of the above

company Model Gasoline Engines for the Hornsby and Dorseys houses, together with a full equipment of elevating and power transmitting machinery.

The Barnett & Record Company has just closed the contract with the Northwestern Yeast Company for the erection of a \$100,000 elevator in Chicago to have a capacity of 300,000 bushels. It will be for the storage of rye and corn used in the yeast business. Both tanks and working-house are to be of the Barnett & Record fireproof tile construction.

## CENTRAL.

Rolla Reiff is building an elevator at Hedrick, Ind.

A. D. Toner is building a large elevator at Fulton, Ind.

Prescott, Mich., will soon have a new grain elevator.

Dan Maxwell has a newly completed elevator at Kirby, Ohio.

A new elevator and feed mill is now in operation at Elmira, Ohio.

Abe Grove of Frankfort, Ind., is building a grain elevator at Radnor.

Economy, Ind., on the C., R. & M. R. R., has a new grain elevator.

The new grain elevator at Auburn, Mich., has just been completed.

Rogers & Link are operating the elevator at Couburg, Ind., this season.

H. J. Rudolph is building an addition to his elevator at Rudolph, Ohio.

Weaver & Watkins, Milford, Mich., are installing a No. 9 Clipper Cleaner.

Wasmuth & Co., grain dealers at Roanoke, Ind., will open a private bank.

McFarland & Losch have sold out their grain business at Saratoga, Ind.

Taylor & Peer have sold their grain business at Dana, Ind., to E. C. Bales.

Gothron & Cook, dealers in grain, etc., at Fremont, Ohio, have dissolved.

Harry W. Kress, Middletown, Ohio, is successor to the firm of Kress & Veidt.

Peter L. Perkins, grain dealer at Merrill, Mich., has sold out his general store.

H. H. Guy, grain dealer at Celina, Ohio, has sold out his flour and feed business.

An elevator is being erected at Riverside, Ind., by a Mr. Pearson of Chalmers.

A. F. Morgan has sold his interest in the grain and hay business at Lodi, Ohio.

Crowley & Son, Hemlock, Mich., have sold out their elevator and grain business.

The Hyman Grain Company are erecting a fine 40,000-bushel elevator at Payne, Ohio.

Thos. J. Lewis & Bros. continue the grain business of Thos. J. Lewis at Roann, Ind.

L. Lovejoy, Valley Center, Mich., recently put in a No. 9 Clipper Grain and Bean Cleaner.

C. H. Wells & Co., Greenville, Mich., are adding a Clipper Bean Cleaner to their equipment.

C. A. Drake has contracted for the erection of a 150,000-bushel elevator at Williamsport, Ind.

Linn & Edwards, Williamston, Mich., are adding a Clipper Traveling Brush Cleaner to their outfit.

Hankins Bros., Elsie, Mich., have added another No. 9 Roll and Brush Clipper Cleaner to their outfit.

F. C. Baluss & Co., Blissfield, Mich., recently added a No. 9 Clipper Cleaner to their plant at Petersburg.

The Bickle Elevator Company, Sanilac Center, Mich., are putting in a No. 17 Clipper Cleaner for seeds.

The Berne Grain & Hay Company, Berne, Ind., has increased its capital stock from \$20,000 to \$30,000.

The Nelson Grain Company of Ithaca, Mich., have just installed a No. 27 Roll and Brush Clipper Cleaner.

B. E. Cadwell & Co.'s new elevator at McBride, Mich., was completed and put in operation early last month.

The Jay Grain, Seed & Flour Company of Ohio has certified to the employment of a capital of \$32,000 in Indiana, with Orlestus Jay of Redkey as state agent.

The firm of Sheller, Dashler & Co. has been organized at Markle, Ind., to erect an elevator on the site of Anthony Bros.' elevator which burned last fall. It will be 30x34x60 feet high, with engine



room, fuel shed and a corn crib 20x30 feet. F. P. Anthony will have charge of the plant.

Frank McComas, Ockley, Ind., has taken his father-in-law, Charles Hornbeck, as a partner in his grain business.

The Ithaca Roller Mills, Ithaca, Mich., recently added another No. 7 Traveling Brush Special Air Clipper Cleaner.

J. F. Cartwright Company of Davison, Mich., have placed an order for a 6-inch 15-duct Improved Hall Distributor.

Ira Montgomery has installed an elevator in his feed store at Vevay, Ind. It extends from the cellar to the third floor.

The firm of Cool & Curtiss, Freeport, Mich., has been dissolved, Mr. Cool continuing the grain and elevator business.

It is reported that the Armour Co. of Chicago are building a large grain and produce warehouse at Big Rapids, Mich.

The Union Grain & Hay Co., of Cincinnati, Ohio, propose to erect a finely equipped 200,000-bushel elevator in that city.

The capacity of the Farmers' Elevator at Port Huron, Mich., has been greatly increased by the erection of two wings.

John D. Owen is erecting at Owen, Ohio, an elevator and warehouse double the capacity of the one burned last spring.

Chas. E. Rowlander, grain dealer at Hastings, Mich., has leased the C. K. & S. Elevator and will remodel and enlarge it.

O. T. Roselle of New Carlisle, and Lewis Hole of Troy, Ohio, are arranging to erect a grain elevator on the Big Four at the latter place.

C. E. Rowlander, Woodland, Mich., has recently remodeled his elevator and equipped it with two Clipper Cleaners and Picking Tables.

The Newport Milling Co., Newport, Ind., have sold their mill site to W. M. Prillaman of Rossville, Ill., who will build an elevator thereon.

The Patrons' Elevator at Kinde, Mich., was sold at auction recently for \$150. It was purchased by a farmer, who will use it for a granary.

Geron & Woodcock have completed a new elevator at Glen Echo, north of Springfield, Ohio, on the Dayton, Springfield and Urbana interurban road.

McLane, Swift & Co. will build a new transfer grain elevator at Battle Creek, Mich. The new house will increase their elevator capacity in that city to 80,000 bushels.

W. A. Bunting, formerly of the firm of W. J. Thomas & Co. of Schoolcraft, lately dissolved, will continue in the wholesale grain and hay business under his own name, with office at Kalamazoo, Mich., a more central point.

The Marseilles Manufacturing Company recently installed in the elevator of Stanley & Witt, of Witt Station, Ind., one of their New Process Shellers and Cleaners, together with a full outfit of elevating and power transmitting machinery and supplies.

G. M. Sloan is building a new grain elevator at Oak Grove, Ind., for a company at that place. It will be a complete handling house for ear corn and small grain.

Ross Bros. of Beaverton, Mich., who operate a large lumber mill, are building a grain elevator 24x60 feet, 64 feet high. They will also run a corn sheller and feed mill.

The Marseilles Manufacturing Company report that Cutsinger & Valentine of Franklin, Ind., have placed an order for a complete elevator machinery outfit, including their New Process Corn Sheller and New Process Cleaner.

On the morning of August 29 burglars entered the office of Wisheart & Son, grain dealers at Millville, Ind. A card hung on the safe telling the combination of the lock, but notwithstanding this the burglars used a large charge of nitroglycerin and blew the safe door through the side of the building. The damage thus caused was the only loss, as there was nothing of value in the safe.

The Crabbs-Reynolds-Bell Grain Company, recently incorporated at La Fayette, Ind., has begun the erection of a 60,000-bushel elevator there. The main building will be of crib construction 72x36 feet. It will be 96 feet high from the bottom of the cellar. It will have galvanized iron sides and roof. There will be three stands of elevators for taking in the grain, and one for unloading cars. The equipment will include a corn cleaner, corn sheller, oats clipper, wheat cleaner and an attrition feed grinder of 100 bushels' capacity per hour. In addition to the main elevator, there will be a clover seed house two stories high 12x24 feet, a brick engine room 24x30 feet, and a brick office 26x34 feet.

The power plant will consist of a sixty horse-power Frost Engine and a seventy-five horse-power boiler. The elevator will have a loading capacity of ten cars a day. The plans were furnished by Charles Flora of the Reliance Manufacturing Company of Indianapolis.

#### IOWA.

A new elevator is being completed at Luton, Iowa.

J. H. Gwynn has a new elevator at Yorktown, Iowa.

R. B. Carson is building an elevator at Moulton, Iowa.

B. S. Petrie has completed a new elevator at Kent, Iowa.

Hugh Hanrahan, Quigley, Iowa, has sold out his grain business.

J. W. Reed's old elevator at Ida Grove, Iowa, has been torn down.

The Great Western Elevator, Humboldt, Iowa, has put in a gasoline engine.

The Peavey Elevator Co. are about to erect an elevator at Badger, Iowa.

A gasoline engine has been placed in the Dawes Elevator at Superior, Iowa.

D. M. Young & Co. have a newly completed elevator at Crawfordville, Iowa.

A. A. Flint, Dickens, Iowa, has sold his elevator to the Canton Grain Company.

Culbertson & Son are now doing business in their new elevator at Shenandoah, Iowa.

Edmonds-Longergan Company have just remodeled their elevator at Ireton, Iowa.

Counselman & Co. are now buying grain in their new elevator at Gilmore City, Iowa.

The enlargement of the Taylor Elevator on the C. I. & D. at Alden, Iowa, is completed.

The Northwestern Elevator Company have completed a new elevator at Badger, Iowa.

Cassady & Whiting of Whiting, Iowa, have received a second 12-duct Hall Distributor.

The Wabash Elevator at Coin, Iowa, has been purchased by a Mr. Rogan of Northboro.

John Burke has rented and will operate the Kansas City Elevator at Riceville, Iowa.

C. G. Messerole has engaged in the grain, lumber and live stock business at Gowrie, Iowa.

Oscar Peters has withdrawn from the grain firm of Seibert Bros. & Co. at Forest City, Iowa.

Shaw & Binder recently made a number of improvements in their elevator at Colo, Iowa.

S. B. Heath & Son, Rowen, Iowa, have put their elevator in shape for handling the new crop.

The steam engine at Roberts' Elevator, Postville, Iowa, has been replaced with a gasoline engine.

A cupola has been put on the elevator at Oasis, Iowa, to permit of more machinery being placed.

The Toledo Lumber Company, Toledo, Iowa, has been succeeded by the Northern Grain Company.

Wray Bros. of Creston, Iowa, expect shortly to begin the erection of a fine grain elevator at Arispe.

Mr. Felthouse has withdrawn from the grain firm of Moore Bros. & Felthouse, at Hampton, Iowa.

H. J. Reis, a grain dealer at Armstrong, Iowa, is putting up an elevator at Neil's Spur, near Thompson.

The Diamond Elevator Company of Des Moines is building elevators along the new Iowa Falls railroad.

At Badger, Iowa, the Peavey Elevator Company have placed an Improved Hall Distributor in their elevator.

The new elevator at Sinclair, Iowa, built by T. D. Froning, is equipped with a Hall Grain Distributor.

Terwilliger & Dwight will build an elevator at Rock Valley, Iowa, to replace the one that burned last month.

The Kinsella Grain Company has installed a new 5 horse-power gasoline engine in its elevator at Ollie, Iowa.

I. L. Patton & Co. of Laurel, Iowa, have equipped their elevator with an improved 6-inch, 10-duct Hall Distributor.

Younglove & Boggess Co. of Mason City, Iowa, were recent purchasers of a 6-inch, 15-duct Hall Distributor.

Before being opened for business the first of the month the E. A. Brown Elevator at Miles, Iowa, was thoroughly overhauled. A new smokestack,

shafting, rope drive and electric lighting system were installed.

A. F. Frebel, Titonka, Iowa, has put his elevator in first-class shape for the fall business which is now moving.

The Wells-Hord Grain Co. have improved their elevator at Beaman, Iowa, including the painting of the exterior.

The Clinton Grain Company, Clinton, Iowa, have moved their offices from the Weston to quarters near their elevator.

H. A. Church recently purchased the grain, coal, lumber, live stock and banking business of H. A. Robinson at Liscomb, Iowa.

Hemmings & Hayes, New London, Iowa, have made some changes at their elevator in preparation for the coming season's work.

Warren & Co. have purchased Anderson Bros.' elevator at Sheffield, Iowa. F. H. Chichester acts as manager for the new owners.

The McFarlin Grain Co. of Des Moines will build an addition to their elevator at Madrid, Iowa. It will be 38x25 feet, 30 feet high.

O. P. Pattee has purchased A. Wilfong's elevator at Botna, Iowa. Mr. Pattee is the owner of a large grain and stock farm near Botna.

The K. T. Hotchkiss Company of Bloomfield, Iowa, are putting in a No. 9 Brush and Special Air Clipper Cleaner for handling seeds.

The Kinsella Grain Company of Omaha has a new elevator 26x46 feet at Martinsburg, Iowa. It is located on the Iowa Central Railroad.

The Trans-Mississippi Grain Company of Omaha have equipped the newly acquired house at Arthur, Iowa, with an Improved Hall Distributor.

The Hammond Grain Co., owners of the old Kansas City Elevator at Roland, Iowa, have installed Frank E. Plumb of Marshalltown as buyer.

John Swecker of Hartwick, Iowa, has installed a corn sheller and grain cleaner in his elevator, which makes it a very complete and modern plant.

Ryan & Laughren of Masonville, Iowa, are equipping their new elevator with machinery and supplies of the Marseilles Manufacturing Company's make.

Terwilliger & Dwight have completed an elevator at Sioux Center, Iowa. It is 26x28 feet and 60 feet high. It replaces an elevator that was blown down last June.

The Marshall Elevator Company has overhauled the old St. P. & K. C. Elevator at Marshalltown, Iowa, which it recently purchased, and now has it open for business.

J. Auracher, Shenandoah, Iowa, has put in new scales and a gasoline engine at his elevator there. At his elevator at Bingham he put in a Fairbanks Steel Frame Scale.

The Atlas Grain Co. increased the capacity of its elevator at Sioux Center, Iowa, from 10,000 to 30,000 bushels and has also put up large coal sheds.

The Farmers' Elevator at Ruthven, Iowa, has been completed and Perry Alger, formerly a buyer for Counselman & Co., has been placed in charge.

H. Iblings has completed the remodeling of his elevator at Geneva, Iowa. Tucker & Bell have also made improvements in their house, including the installation of a car loader.

T. S. Carthcart & Sons of Kingsley, Iowa, have purchased the grain and coal business of L. A. Grant at Reinbeck, and have engaged John Maehrein as their representative there.

Honstain, Bird & Co. have the contract for a new elevator on the B., C. R. & N. Ry. between Ellsworth and Rock Rapids, Iowa, and will equip it with an Improved Hall Grain Distributor.

The Rothschild Grain Company have installed an Improved Hall Distributor in their elevator at Downey, Iowa, recently purchased of W. J. Felkner. They have also installed one at Lorah, Iowa.

W. W. Topf & Co. have sold their elevators at Buck Grove, Kenwood and Charter Oak, Iowa, to the Atlas Grain Company of Chicago, and their elevator at Rodney to the Neola Elevator Company.

The Lawler Grain & Live Stock Association, Lawler, Iowa, have purchased the elevator which they have occupied for the past five years. The company recently increased the capital stock to \$7,000.

The Northern Grain Company have built a warehouse in connection with their elevator at Arthur, Iowa, and are handling feed, flour and coal as well as buying grain. E. A. Shaw is their local manager.

R. P. Dethmers, agent for the Skewis-Moen Co., at Hartley, Iowa, says, under date of September 10, "We have had very much rain here which makes the grain in very bad condition and also makes a late



grain season. New grain has not come in yet to an extent worth mentioning."

The Des Moines Elevator Company made the town of Avoca, Iowa, a present of \$25 for the interest the fire company took in trying to save their elevator which was destroyed by fire a few weeks ago. They will rebuild at this point.

The L. M. Loomis Elevator Co. of Minneapolis, Minn., who recently purchased L. K. Page's elevator at Ida Grove, Iowa, have made some repairs on the property and installed Henry Roush of Lake City, Minn., as local manager.

W. B. Carter recently purchased the fifteen corn cribs at Sioux City, Iowa, owned by the National Starch Company. The combined length of the cribs is about 2,000 feet. This sale indicates that the starch plant will not be operated again.

#### MINNESOTA.

An elevator is being erected at Clement, Minn.

A new elevator is being completed at Holland, Minn.

A. B. Converse is building an elevator at Barry, Minn.

The Holway Elevator, Foster, Minn., is being improved.

The Interstate Grain Co. has a new elevator at Vesta, Minn.

L. Huntsinger has completed his new elevator at Oronoco, Minn.

The Pacific Elevator Co. are erecting an elevator at Winthrop, Minn.

The Carson Grain Co. has closed its branch office at Adrian, Minn.

The Citizens' Elevator Co. of Minneapolis has gone out of business.

The Cargill Elevator at Beardsley, Minn., was remodeled last month.

The Sleepy Eye Mill Company is building an elevator at Cobden, Minn.

S. J. Sanborn has built an addition to his warehouse at Racine, Minn.

Moeller's elevator at Round Lake, Minn., is being enlarged and improved.

McKinnon, Smith & Co., grain merchants of Minneapolis, have dissolved.

The Northwestern Grain Co. are completing an elevator at Utica, Minn.

The Wykoff Grain Co. has leased A. L. Jones' elevator at Whalen, Minn.

The C. S. Christensen Co. has leased the Farmers' Elevator at Madelia, Minn.

The Eagle Mill Co. of New Ulm, Minn., is erecting an elevator at Balaton.

An elevator is being built at Richmond, Minn., by the Richmond Roller Mill.

Thos. Gribbin has sold his elevator at Vesta, Minn., to Schmid & Anderson.

The recently burned elevator at Varco, Minn., is being replaced with a new one.

L. T. Larson has leased the Farmers' Elevator at Fosston, Minn., for one year.

Walter Parks of Minneapolis has completed an elevator at Green Valley, Minn.

Lockwood & McGlashen of Edgerton, Minn., are building an elevator at Hatfield.

The Northern Grain Co. has rented P. H. Murray's elevator at Murdock, Minn.

The Davenport Elevator Co. has completed its new elevator at Hardwick, Minn.

D. Engstrom of Minneapolis has leased the Nicolin Elevator at Jordan, Minn.

The Cargill Elevator Co. has purchased F. W. Hilger's elevator at Roscoe, Minn.

The Business Men's Association of Alexandria, Minn., have reopened their elevator.

Minert & Co., Halloway, Minn., will move their elevator to the railroad right-of-way.

J. Richardson & Co. have thoroughly overhauled their elevator at Bird Island, Minn.

Hans Brown of Minneapolis has purchased Nels Stenson's elevator at Lafayette, Minn.

The Minneapolis & Northern Elevator Co. has remodeled its house at Carlisle, Minn.

The Imperial Elevator Company have thoroughly remodeled their house at Hallock, Minn.

The Northern Grain Co. are building a warehouse 40x60 feet in connection with their elevator at Welcome, Minn. Besides grain, they will handle

coal, flour, feed, salt, etc. Ed. Finke is local manager.

R. E. Jones & Co. of Wabasha, Minn., have purchased H. Center's elevator at Lake City.

Thom, Christensen & Co.'s elevator at Rushmore, Minn., has been overhauled and enlarged.

Extensive improvements have been made on the Northern Elevator at Sauk Center, Minn.

The Interstate Grain Co. of Minneapolis have remodeled their elevator at Belview, Minn.

A. D. Packard & Son of Fairmont, Minn., have built an elevator at Echols, on the M. & St. L.

W. H. Mensing recently purchased an elevator at Perham, Minn., and moved there from Glyndon.

The Dawson Produce Company recently made improvements on their elevator at Dawson, Minn.

The Windom Roller Mill, Windom, Minn., is adding storage capacity for 14,000 bushels of wheat.

The Cargill Elevator at De Graff, Minn., has undergone repairs preparatory to the fall opening.

The Peavey Elevator at Kerkhoven, Minn., has been repaired and fitted for the new season's work.

A new driveway and other improvements have been made at the National Elevator, Clinton, Minn.

P. H. White is erecting an elevator at Credit River, Minn., to be ready for business by October 1.

The Farmers' Elevator Co. of Redwood Falls, Minn., has declared an annual dividend of 30 per cent.

The Cargill Elevator at Roscoe, Minn., was recently remodeled and is now ready for the new crop.

A. R. Thompson of Minneapolis has leased and will operate M. L. McGee's elevator at Lambert, Minn.

Crossman & Brownjohn have just completed important improvements on their elevator at Fulda, Minn.

John Cronan & Co., Rose Creek, Minn., recently completed important improvements on their elevator.

Miller Bros.' elevator and also the National Elevator at Clinton, Minn., have been extensively repaired.

The Northwestern Elevator at Murdock, Minn., has been repaired and opened for the new season's business.

The State Elevator Co. is remodeling its elevator at Grove City, Minn. A gasoline engine will be installed.

G. F. Rahn of Belview, Minn., is loading wheat by means of a portable elevator operated by gasoline power.

Jennison Bros.' elevator at Walnut Grove, Minn., has been reopened for business with H. A. Perkins as manager.

The St. Anthony and Dakota Elevator Co. will soon have their elevator ready for business at Lockhart, Minn.

Smith & Thompson of Owatonna, Minn., have leased an elevator at Meriden and installed J. H. Franz as buyer.

The Interstate Grain Co.'s elevator at Roscoe, Minn., was remodeled last month and a gasoline engine installed.

The Farmers' Elevator at Howard Lake, Minn., has been improved. A flour and feed store has also been added.

A. Stanson & Co. have purchased the elevator at Becker, Minn., and will move it to the Northern Pacific sidetrack.

The Red Lake Falls Milling Co. will hereafter operate the St. Anthony and Dakota Elevator at St. Hilaire, Minn.

The John Howard elevator at Dodge Center, Minn., has been repaired and opened up with Geo. W. Ballard in charge.

The Farmers' Warehouse at Dalton, Minn., has been remodeled into an elevator and a gasoline engine will be installed.

Dynamos have been placed in several of the elevators at Fosston, Minn., and they will be operated from the city plant.

The Minneapolis & Northern Elevator Co. are completing an elevator at Evansville, Minn., to replace one that was burned.

The Erwin Elevator at Long Prairie, Minn., in charge of Will Luth, has been raised two feet and other improvements made.

The Scott Grain & Telephone Company, Duluth, Minn., has been incorporated with a capital stock of \$15,000 by James Scott of Argyle and Sarah L.

McNulty and Francis W. Sullivan of Duluth. The company will operate in the western part of the state.

The McCabe Co. are erecting a 30,000-bushel elevator at McIntosh, Minn., which gives that town five elevators and one mill.

Gilbert O. Helvig has rented Christopherson's elevator at Dawson, Minn., and will buy wheat on his own account this season.

The Minnesota Grain Company has purchased the Farmers' Elevator at Green Isle, Minn., and installed J. F. McMahon as buyer.

The Red Lake Falls Milling Co. have purchased the Monarch Elevator at Red Lake Falls, Minn. W. T. Spillane has charge of it.

The State Elevator Co. will handle coal in connection with its elevator at Waverly, Minn. Joseph Quinn is their agent there.

E. L. Welch & Co. have sold their recently purchased grain warehouse at Brownton, Minn., to Frank Peterson of Sacred Heart.

The Revere Elevator Co., Revere, Minn., has installed a Northway Two-pair-high Feed Mill and made other improvements in their elevator.

B. H. Pettit has made some improvements in his elevator at Verndale, Minn., including the installation of a Savage & Love Dump and Fairbanks Scale.

The new town between Ellsworth and Rock Rapids, Minn., will be called Midland. A grain elevator will be among the first institutions of the place.

Honstain, Bird & Co. have erected an elevator at Trosky, Minn., for the D. Rothschild Grain Co. It has been equipped with an improved Hall Distributor.

The Thorn-Christianson Co., Windom, Minn., recently added a grain cleaner and made improvements in its elevator. Fred Malchow is in charge as buyer.

The Sheffield Milling Company have made improvements in their elevator at Madison Lake, Minn., including the erection of a new engine house and office.

The Parker-Leland Mill, Winnebago, Minn., are putting up an elevator of about 35,000 bushels' capacity. It will be equipped with track scale, steam shovel, etc.

Hans Braum of Sacred Heart, who recently purchased Nels Stenson's elevator at Lafayette, Minn., has leased the same to D. A. McDonald & Co. of Minneapolis.

L. N. Loomis & Co.'s elevator at Harmony, Minn., has been reconstructed and all late improvements added. It is now open for business in charge of a Mr. Spencer.

The Security Elevator Company of Minneapolis has purchased the Peavey Elevator at Lafayette, Minn. M. T. Hedreen of Bernadotte now has charge of it.

The Appleton Flour, Fuel and Feed Co., Appleton, Minn., have installed a dump scale at their elevator, thus giving them a complete equipment for handling grain.

The Iowa Elevator Co. of Des Moines have completed a good-sized elevator on the Great Western tracks at Austin, Minn. M. J. Rawn of Lyle has been engaged as buyer.

G. A. Paton has moved from Milford, Iowa, to Redwood Falls, Minn., where he has taken charge of the elevator which he and his father recently purchased from Bettingen & Co.

W. H. Fletcher is receiver for the Farmers' Elevator Co., Rice, Minn. The liabilities are about \$2,500. The Minnesota Grain Co. of Minneapolis is said to be the principal creditor.

The Huhn Elevator Co. of Minneapolis is building a brick power house and a fireproof grain elevator near the C. M. & St. P. Ry. tracks, between Thirty-ninth and Fortieth streets.

At the recent annual meeting of the Cokato Elevator Co., Cokato, Minn., the following officers were elected: S. J. Swanson, president; F. Swanson, secretary; C. J. Carlson, treasurer.

During the last crop year the Farmers' Elevator Co. of Litchfield, Minn., purchased over 150,000 bushels of grain. The net profits were \$273. Hans Evenson will be the manager this year.

The directors of the Farmers' Elevator Co. at Ada, Minn., have re-engaged Emil Betcher as manager. They have about decided to build an annex and install a gasoline engine for power.

The stable and sweep shed adjoining the Andrews & Gage elevator at Halstad, Minn., is being torn down, under the direction of Ole Sjodal, and replaced with an engine house and gasoline engine.



Other improvements are also being made about the elevator.

P. E. Lundquist is making extensive improvements on his elevator at Atwater, Minn. A gasoline engine will run the elevator and feed mill and he will conduct an exchange business in flour and feed.

Farmers living near Dopelins, Minn., three miles west of Bluffton, want an elevator located there. They say 50,000 to 100,000 bushels of wheat would be marketed there if some one would build an elevator.

The McLean-Smith Company, Duluth, has been incorporated to do a grain and elevator business, with a capital stock of \$25,000. The incorporators are N. P. and Edith McLean of Duluth and W. A. Smith of Minto, N. D.

The Minnesota Grain Co. of Minneapolis have purchased the Fairbanks Elevator at West Concord, Minn., managed by L. N. Stevens, and have placed in charge A. J. Wilson, formerly manager of the Kansas City Elevator.

It is reported that the elevator capacity of Duluth will be increased early next year by the erection of fire-proof storage to the extent of 3,000,000 bushels. The parties credited with planning for this work are McCarthy & Co. and the Great Eastern Elevator Co.

James W. Lahart of Jamestown, N. D., and Thomas E. and John F. Lahart of Minneapolis have incorporated two companies. The first is called the Sutherland Elevator Co. of Minneapolis, and has a capital stock of \$100,000. The second company is to be known as the Lahart Elevator Co., with a capital stock of \$100,000. G. T. Honstain is building for the latter company near the junction of Hastings & Dakota tracks, just beyond Lake Calhoun, a 50,000-bushel working house, to be followed by a 400,000 or 500,000-bushel fireproof storage elevator.

#### SOUTHERN.

The flour mill at Blue Jacket, Indian Territory, is erecting an elevator.

The Medford Mill & Elevator Co., Medford, Okla., is enlarging its grain storage capacity.

The Prairie Grove Milling Company is building a mill and elevator at Prairie Grove, Ark.

M. B. Beville & Co. have succeeded Geo. Becker & Co. in the grain business at Louisville, Ky.

The Caughey-Hayes Grain Co., Little Rock, Ark., has done a large business in hay this season.

The J. Rosenbaum Grain Company of Chicago has just completed its 50,000-bushel elevator at El Paso, Texas.

G. P. Rose & Co., dealers in grain, hay, etc., at Nashville, Tenn., have added another story to their warehouse.

The Enid Mill & Elevator Co., Enid, Okla., is building a 100,000-bushel elevator and separate power plant.

The Tahlequah Grain Company are opening a retail grain store in a new building at Tahlequah, Indian Territory.

The Ryman Warehouse & Elevator Company, Nashville, Tenn., is erecting an elevator 22x26 feet, 75 feet high, in connection with its warehouse on the east side of the river.

The Arkansas and Texas Grain Company, Texarkana, Texas, has been organized with a paid-up capital of \$50,000. Floyd Thompson is president. M. C. Wade's elevator and warehouse has been purchased.

The Carolina Grain & Provision Company of Greenville, S. C., has been incorporated. The officers are: L. J. Jennings, president; John M. Dickson, vice-president; J. B. Jennings, secretary and treasurer.

The Snyder Mercantile Company of Snyder, Texas, has incorporated with a capital stock of \$35,000 to buy and sell grain, cotton, etc. The incorporators are D. Nation, L. D. Grantham, C. T. Girard and J. E. Dodson.

The Choctaw Elevator Company, recently incorporated at Atlanta, Ga., has filed a copy of its charter in Tennessee for the purpose of doing business at Memphis, where it succeeds to the business of the Choctaw Mill & Elevator Company.

The grain and feed firm of W. C. Agee & Co. of Birmingham, Ala., is now occupying its fine new warehouse, 182x100 feet. A private track which brings the car floors on a level with the warehouse floor has a capacity for three cars at once.

The J. Rosenbaum Grain Company of Chicago has leased the Southern Pacific million-bushel elevator now in course of construction on Pier A at Galveston, Texas. This elevator is expected to be completed soon after October 1. A scarcity of men has

made the work on it move more slowly than would otherwise have been the case.

The Givens Grain Company of Sturgis, Ky., is preparing to erect a grain warehouse near the Illinois Central Railroad at South Sturgis.

Kirk & Shaw, who have conducted a grain and live stock business at Navasota, Texas, for the past ten years, have moved to Beaumont, where they will carry a stock of about ten carloads of grain.

The Henderson Elevator Company, Henderson, Ky., awarded the contract for its new elevator to the Reliance Manufacturing Company of Indianapolis, who are now pushing the work with all possible speed. The new plant will be larger and better in every way than the one that was burned.

#### WISCONSIN.

E. H. Pfaff has reopened his elevator at Pekin, Wis.

A new elevator has been completed at Horicon, Wis.

Joseph Biddick & Son are erecting an elevator at Livingston, Wis.

John Miller has purchased J. H. Richards' elevator at Verona, Wis.

Hollis Stedman & Sons of Berlin are building an elevator at Wild Rose, Wis.

Wm. Owin has succeeded Mr. Evans at the Lake-Side Elevator, Eau Claire, Wis.

A. T. Sanders, Fisk, Wis., has purchased the old elevator which is located near his new one.

The Wertheimer Company have opened their elevator at Clyman, Wis., with Emil Kressine as manager.

The W. W. Cargill Co. of Green Bay, Wis., is installing a No. 9 Traveling Brush Clipper Cleaner in its elevator.

A. Pierre of Oconto, Wis., has leased J. N. Bassett's elevator at Lena and placed his brother, H. Pierre, in charge.

Christ. Olson is again acting as buyer for Larson & Swanson at Pepin, Wis., where they reopened for business last month.

The Marseilles Manufacturing Company are furnishing the machinery and supplies to equip an elevator for T. M. Olson of Strum, Wis.

T. S. Chittenden & Co. are extensively repairing the Northwestern Elevator at Ripon, Wis. A dump scale is among the new things being installed.

The Lytle-Stoppenbach Company, Milwaukee, Wis., has been incorporated with a capital stock of \$60,000 to do a general elevator and warehouse business.

The Milwaukee Elevator Company has purchased the elevator of Ernst & Thompson at Oconomowoc, Wis. A Mr. O'Brien of Hartland has been placed in charge of the elevator.

J. W. Lauters is building a 20,000-bushel elevator at Fredonia, Wis. It will have a thoroughly modern equipment, including a dump scale and 30 horse-power gasoline engine.

The grain business of Clark & Taylor at Chipewaga Falls, Wis., is now being carried on by Robert B. Clark, who purchased the interest of his partner, a resident of Chicago.

C. C. Ladd and Nagler, Hillskotter & Brandt of Osceola, Wis., have consolidated and incorporated as the Osceola Mill & Elevator Company. They will handle grain and produce at various stations along the line of the Soo.

Work is now in progress on the first tile and steel elevator to be built in Milwaukee. It is being erected by the Barnett & Record Company for Bernhard Stern & Co. at Commerce and Cherry streets, next to the Atlas Mill, and will be known as the Atlas Elevator. The tanks will occupy ground 60x60 feet and will be 73 feet high.

#### NORTH DAKOTA.

Heising Bros. have a new elevator at Edmore, N. D.

An elevator has been completed at St. John, N. D.

E. G. Burgess has a newly completed elevator at Edmore, N. D.

Fred G. Lewis & Co. is a new elevator firm at Binford, N. D.

Faulhaber & Co. are completing an elevator at Berthold, N. D.

The new Erne Elevator at Fessenden, N. D., has been completed.

A 15,000-bushel elevator has just been completed at Rogers, N. D.

The Stewart Elevator Co. of Minneapolis have completed an elevator at Des Lacs, N. D., and are

starting 25,000-bushel elevators at Minot and Surrey.

W. H. Beard, Hunter, N. D., has moved his elevator to a new site.

An elevator is to be erected at Hesper Siding, near Oberon, N. D.

N. J. Lindgren has taken charge of an elevator at Fessenden, N. D.

N. J. Olsen of Sanborn, N. D., is enlarging his elevator at Cooperstown.

The Imperial Elevator Company has completed an elevator at Aneta, N. D.

W. C. Schaffner's new elevator at Oberon, N. D., is now ready for business.

A new roof has just been placed on the Monarch Elevator, Jamestown, N. D.

Gesche Bros. & Co. have just completed their elevator at Anamoose, N. D.

The Woodworth Elevator Company is erecting an elevator at Anamoose, N. D.

The Great Western Elevator at Lisbon, N. D., is being enlarged and improved.

The St. Anthony Elevator Company are completing an elevator at Cayuga, N. D.

The H. Holst Lumber Company is completing an elevator at Glen Ullin, N. D.

The Dutee Grain Company are completing a good sized elevator at McHenry, N. D.

The Andrews & Gage Elevator at Pingree, N. D., has been materially improved.

The St. Anthony & Dakota Elevator Co. are erecting an elevator at Lidgerwood, N. D.

An elevator in connection with the mill at Minnor, N. D., was completed last month.

The Haight Lumber Co. are erecting an elevator at Mandan, N. D., and will buy grain.

New elevators are to be built at McHenry, Omeamee and Wilton, N. D., so it is reported.

The Great Western Elevator Co. has purchased the Farmers' Elevator at Blanchard, N. D.

The Imperial and the Peavey elevators at Backoo, N. D., were not closed at all this summer.

R. J. Laird, Perth, N. D., is rebuilding the White Elephant Elevator which collapsed last spring.

The Minneapolis & Northern Elevator Company has completed an elevator at Larimore, N. D.

The Farmers' Elevator Co. has purchased the Soule Elevator at Reynolds, N. D., for \$5,000.

Schmidt & Gulack, Anamoose, N. D., have moved their flat house and are fitting it up as an elevator.

The Osborne-McMillan Elevator at Anselm, N. D., has been opened with E. P. Rhinehart as agent.

A 30,000-bushel elevator is being completed at Niagara, N. D., for M. F. Swanston of Michigan City.

The Farmers' Elevator Company has been organized at Fairmount, N. D., to build an elevator at once.

The grain storage capacity of the Hougen Mills at Northwood, N. D., is being increased 15,000 bushels.

Sorenson & Sons of Tower City, N. D., are building a 20,000-bushel elevator in connection with their flour mill.

Nels Folsom of Crystal, N. D., wanted his elevator to look different than the others, so he painted it green.

It is reported that a sixth elevator is to be erected at Fessenden, N. D., by T. L. Quarve and I. S. Berge.

The Thorpe Elevator Company have purchased the Duluth Elevator on the G. N. Ry. at Lidgerwood, N. D.

C. E. Burgess & Co. of Aneta, N. D., are putting in six No. 10 Clipper grain and flax cleaners in their line of elevators.

The Southwestern Elevator Co., Sheldon, N. D., have sold out to the Acme Grain Co. of Minneapolis. J. H. French is continued as local manager.

The Great Western Elevator Company have divided their warehouse at Lisbon, N. D., into four bins and connected it with the elevator proper by a 40-foot conveyor.

Rudolph Radel of Lodema township, near St. Thomas, N. D., is erecting a 15,000-bushel elevator on his farm and proposes to store grain for his neighbors at less than the regular elevators charge.

Three towns are being located on Lake Des Lacs, in Ward County, N. D. The Fawcett Transportation Company has a steam tug and four barges and are building a marine elevator for handling the grain. They will operate from the Canadian bound-



dary to the town of Kenmore on the "Soo" Railroad.

The capacity of both the St. Anthony Elevator and the National Elevator at Langdon, N. D., has been doubled.

The St. Anthony & Dakota Elevator Company are completing a 40,000-bushel annex to their elevator at Rolla, N. D.

An elevator is being erected at Mannhaven, N. D., by a company in which H. R. Lyon of Washburn is interested.

W. A. Caldwell's elevator at Ellendale, N. D., has been considerably improved. A gasoline engine replaces the horse power.

A new grain cleaner has been installed in the St. Anthony Elevator at Hannah, N. D., of which O. E. Countryman is manager.

H. H. Wolland, McCanna, N. D., has put his elevator in shape for handling the largest crop harvested in that vicinity for some years.

In the Cargill Elevator at Park River, N. D., a 21-horse-power Fairbanks Gasoline Engine has taken the place of the old steam engine.

The Russell-Miller Milling Company of Jamestown, N. D., are erecting a 25,000-bushel elevator at Cleveland, N. D. Honstain, Bird & Co. have the contract.

The Independent Grain Company are building a grain warehouse and portable elevator at Sanborn, N. D. They will also open grain houses at Eckelson, Rogers, Leal and Dazey.

The Cando Elevator Company, Cando, N. D., has been incorporated by F. L. Thompson, C. J. Lard and R. F. Powell. They will erect a 50,000-bushel elevator this fall. A. H. Lean, buyer for the Duluth Elevator Company for a number of years, will also be a stockholder and will act as buyer and operator of the elevator.

J. P. Elliott of Rolla, N. D., and A. A. Robinson of the firm of Robinson & Hoff Bros., have bought W. A. Duncan's elevator at Rolla and are remodeling the same preparatory to handling the large crop. Mr. Elliott will operate the house, while Mr. Robinson will manage it from his office in Duluth, where he is president of the Robinson Manufacturing Company, operating the Zenith Elevator. Mr. Robinson also continues as manager of the firm of Robinson & Hoff Bros. of Cavalier, N. D.

#### EASTERN.

A. P. Covert, Lodi, N. Y., recently put in another Clipper Bean Cleaner.

C. H. Getchell and Albert Rose have opened a grain and feed store at Belfast, Me.

C. W. Campbell & Co. are erecting a grain elevator on West Broad street, Westerly, R. I.

S. A. Devendorf of LaFargeville, N. Y., is putting in a No. 7 Traveling Brush Clipper Cleaner.

T. A. Swick of Trumansburg, N. Y., is equipping his picking room with Clipper Picking Tables.

Calley & Johnson have opened a grain, hay and flour store at 37 Fourth street, Chelsea, Mass.

Herman Bruckman, grain dealer at South Lawrence, Mass., will erect a new storehouse and stable.

M. D. Stanley is preparing to erect a grain and feed elevator on Church street, New Britain, Conn.

Frank Litchfield, Danbury, N. H., is building another warehouse in connection with his grain store.

L. C. Bradley of Farmer, N. Y., is adding another No. 27 Roll Clipper Cleaner to his equipment for handling beans.

Charles Carlson, who operates a mill at New Preston, Conn., will also do a retail business in grain and feed.

Leon Russell, South Paris, Maine, has sold his interest in the grain firm of Maxim & Russell to his father, Wm. B. Russell.

The Paxton Flour & Feed Company of Bridgeport, Pa., have purchased a 10-duct Hall Distributor to be placed in their elevator.

Geo. C. Morgan & Son are erecting an elevator at Norristown, Pa. It will be a brick structure with a capacity for 20,000 bushels.

Clarence T. Birkett of Penn Yan, N. Y., is installing another No. 9 Clipper Cleaner with clay-crushing rolls and traveling brushes.

Chas. Rubner has opened a grain and hay store at Malden, Mass. He was for several years engaged with the grain firm of Ernest Getze & Co.

John H. True, Portland, Maine, has sold to his brother, Samuel A. True, his interest in the long-established grain firm of S. A. & J. H. True.

The grain, feed and fuel business of the late Amos Rutter at New Holland, Pa., is being continued by E. M. Rutter & Co., under the management

of Eugene M. Rutter, who has been connected with the business since 1876.

J. B. Malcolm & Co., Marion, N. Y., have added to their equipment for handling beans a No. 9 Traveling Brush Cleaner and 15 Clipper Picking Tables.

The Boutwell Milling and Grain Co., Troy, N. Y., have an order from Germany for 600 tons of rye feed to be shipped during the next three months.

The Griswold Mills, Griswoldville, Mass., have purchased of E. H. Blanchard the grain elevator, grist mill, etc., at Kennebunk, Maine, which business has been established over a century.

W. D. Grant is now occupying his new grain warehouse at Willimantic, Conn. It is built of brick, is 58x150 feet, one story high, and is admirably adapted to this business, for which it was designed.

The Indiana Harbor Co. has been incorporated in New Jersey with a capital stock of \$300,000, to operate grain elevators. The incorporators are F. K. Seward, E. D. Dudley and K. K. McLaren.

The International Elevator at Black Rock, Buffalo, N. Y., capacity 650,000 bushels, is leased to M. P. Ryley, an extensive grain dealer of Scranton, who has turned his elevators there over to other parties and opened an office at Buffalo. The elevator commands the grain route into Canada and is on the line of the Wabash and Michigan Central also. A transfer house is said to have long been needed on that side of the city. This is the fourth Buffalo elevator to go into the hands of outside grain men.

#### MISSOURI, KANSAS AND NEBRASKA.

Dr. M. C. Lewis has sold out his grain business at Lewis, Kan.

D. H. Cramer of Chapman, Neb., has purchased an Improved Hall Distributor.

The J. S. Ewart Grain Company have moved their office from Beatrice to Lincoln, Neb.

Rogers & Son, Prairie Lick, Mo., are putting a No. 7 Clipper Cleaner in their elevator.

A modern grain elevator is to be erected at Emporia, Kan., by the Emporia Roller Mills.

The Independence Milling Company has completed a large elevator at Independence, Kan.

Railsbach Bros., Ashland, Neb., expect to have their new elevator completed about October 1.

The Union Stock Yards Company will at once erect a 30,000-bushel elevator at Omaha, Neb.

The Darlow Cooperative Elevator Company has its new elevator in operation at Darlow, Kan.

Fisher & Son, Frankfort, Kan., have purchased the grain and coal business of W. L. Perkins.

The Wells-Hord Grain Company have installed an Improved Hall Distributor at Clarks, Neb.

The Fullerton Milling Company of Fullerton, Neb., recently purchased two Hall Distributors.

Wm. Kiser has purchased the grain, feed and coal business of J. B. Smith at Argentine, Kan.

C. H. Lee & Co., dealers in grain, etc., at Bellevue, Neb., have sold out their general store business.

W. I. Wilson of Council Bluffs, Iowa, has engaged in the grain and stock business at Wichita, Kan.

The firm of Doran, Bund & Irwin has taken charge of the mill and elevator at McLouth, Kan.

Fairbanks, Morse & Co., Omaha, Neb., have purchased a 8-inch, 10-duct Improved Hall Distributor.

The Omaha Elevator Company have placed an Improved Hall Distributor in the elevator at Cozad, Neb.

Ed. S. Harte, Knob Knoster, Mo., is adding a No. 6 Clipper Cleaner to his outfit for handling seeds and grain.

A. Terrell & Sons, Attica, Kan., finding their old elevator too small, are erecting a new one on the Santa Fe right-of-way.

T. B. Hord Cattle Company, at Belgrade, Neb., have received a 6-inch, 12-duct Hall Distributor to be placed in their elevator.

The John H. Lynds Grain & Elevator Company has purchased the elevator at Dawson, Neb., from the estate of M. McSwiney.

The Morton Grain Company has purchased from William E. Hill the elevator site and remains of his elevator at Palmyra, Neb.

E. A. Wagner has begun the erection of an elevator at Meriden, Kan. A feed mill will probably be built in connection with it.

S. J. Brown, Fremont, Neb., has sold his elevator to Westbrook & Gibbons of Omaha. F. M. Morrison will be continued as manager.

The Farmers' Cooperative Grain & Feed Company, Ellinwood, Kan., has made some improvements in its plant. The steam engine has been

replaced with a 25-horsepower Olds Gasoline Engine.

Geo. W. Wilton of Waverly, Neb., is fitting up his elevator with machinery and supplies furnished by the Marseilles Manufacturing Company.

The People's Elevator Company, Butler, Mo., under the management of C. C. Lyle and C. H. Zabinski, are buying grain, hay and seeds.

The Chas. Fredemann Milling Company, St. Louis, Mo., contemplates the erection of an additional grain elevator of 50,000 bushels capacity.

The Westbrook-Gibbon Grain Company have installed the Improved Hall Grain Distributor in the elevators at Glenwood Park and Riverdale, Neb.

The Updike Grain Company have installed an Improved Hall Distributor in the elevator at River Sioux, Ia., and will also install one at Niobrara, Neb.

The Missouri Grain Company of Des Moines, Iowa, has certified to a capital stock of \$50,000, all to be employed in Missouri, with an office at Moberly.

E. R. Morris, LaMonte, Mo., sold his interest in the LaMonte Milling & Grain Company to his brother, M. H. Morris, who was already interested in the firm.

Farmers have organized an elevator company at Benedict, Neb., and will build an elevator there if they can get a site. They have engaged L. R. Bickley as manager.

The mills and elevators at Coffeyville, Kan., have been consolidated by the Rea-Patterson Milling Company purchasing the property of the McGrew Milling Company.

Chauncey P. Coy & Son are building a new elevator at Valley, Neb., and will equip same with machinery and supplies made by the Marseilles Manufacturing Company.

W. N. Spellman, who recently sold his elevator at Beatrice, Neb., to the Nebraska Elevator Company of Lincoln, has purchased the one built this summer by C. T. Peavey.

The Nebraska Grain Company has purchased Geo. Snyder's elevator at McCool Junction, Neb., for \$10,000. This company has also purchased one of J. W. James' elevators at Benedict.

The farmers have decided to rebuild their recently burned elevator at Bloomfield, Neb. They have offered a reward of \$1,000 for the apprehension of the party who started the fire.

The Virginia Farmers' Elevator & Grain Company has been organized at Virginia, Gage County, Neb. It is their intention to incorporate with a capital of \$10,000 and build an elevator.

W. P. Finger & Sons, Sawyer, Kansas, now have their new 6,000-bushel elevator in operation. It is equipped with a 5-horse-power Columbus Gas Engine, Barnard & Leas Separator, Marseilles Controllable Dump, etc.

#### WESTERN.

The grain firm of Bullard & Greely, Fresno, Calif., has dissolved.

H. M. Hansen recently purchased the old McAlister Warehouse at Wilbur, Wash.

The Tacoma Grain Company, Tacoma, Wash., have increased their capital stock to \$300,000.

The Pacific Coast Elevator Company is completing a grain warehouse at Spokane 40x300 feet.

The Pacific Coast Elevator Company will rebuild its recently burned elevator at Moscow, Idaho.

The grain firm of Kerr, Gifford & Co. have opened an office at Nez Perce, Wash., with Bert Winslow in charge.

The Royal Milling Company of Great Falls, Mont., contemplate the erection of a large grain warehouse at Belt.

The Blackfoot Mill & Elevator Company, Ltd., has succeeded the Blackfoot Roller Mills at Blackfoot, Idaho.

R. C. Craven & Son, Ballston, Ore., have succeeded Craven Bros. in the ownership of the grain warehouse at that place.

Kerr, Gifford & Co. are erecting an addition 80x140 feet to their warehouse at Farmington, Wash. W. E. Brewer is their local agent.

The Everett Elevator Company will probably increase its storage capacity at Everett, Wash., by the erection of a warehouse this fall.

Ely, Salyards & Co. of Duluth are erecting a large grain warehouse at Belgrade, Mont. L. & Z. S. Morgan will be their local representatives.

The Puget Sound Warehouse Company of Tacoma has erected a grain warehouse at Buseby's siding, three miles south of Pullman, Wash. The work was



looked after by P. W. Lawrence, the company's general agent in the Palouse country.

The grain warehouses at Coldsac, Sweetwater and Lapwai, Idaho, are all being enlarged in anticipation of larger receipts of grain than usual.

The North Yakima Milling Company of North Yama, Wash., is building a grain warehouse at Mabton to receive grain from the Horse Heaven country.

Balfour, Guthrie & Co. are erecting large warehouses at Goldendale and Centerville, Wash., where they will buy grain and hold it until the new railroad reaches those points.

W. H. Ferguson is building an addition to his elevator at Wray, Colo. It will be 20x60 feet and 20 feet high. This will make the total capacity of the plant about 50,000 bushels.

The Benepe-Owenhouse Company of Bozeman has let a contract to Frank Kaucher of St. Joseph, Mo., for the erection of a 75,000-bushel elevator at Belgrade, Mont. It will have a thoroughly modern equipment and be operated by a 22 horse-power Fairbanks Gasoline Engine.

#### SOUTH DAKOTA.

Java, S. D., has a new elevator.

R. E. Parks is building an elevator at Lily, S. D.

E. E. Ostroot is putting in new scales at his elevator at Bradley, S. D.

T. J. Fleming of Westfield, Iowa, has leased an elevator at Yankton, S. D.

An elevator is being erected in connection with Crill's Mill at Richland, S. D.

Durisch & Fissel have purchased the Truax & Betts elevator at Emery, S. D.

A small modern elevator has been erected at Ashton, S. D., by a Mr. Latimer.

The S. Y. Hyde Elevator Company has completed a large elevator at Flandreau, S. D.

The Atlas Elevator Company have removed their elevator from Hecla to Seneca, S. D.

The Farmers' Elevator Company, Baltic, S. D., are completing a 25,000-bushel elevator.

The Farmers' Elevator at Alpena, S. D., has been improved by a new dump, driveway, etc.

Wallie Sharp of Forestburg, S. D., recently purchased the Pat Judge Elevator at Artesian.

North & Steel have purchased the business of the American Grain Company at Montrose, S. D.

A large grain elevator is being erected in connection with the flour mill at Hartford, S. D.

The McCaull-Webster Grain Company's elevator at Lesterville, S. D., recently burned, is being rebuilt.

It is reported that the grain firm of Chase & Perkins, South Shore, S. D., will be dissolved January 1.

T. H. Radcliff has purchased Geo. Thompson's elevator at Howard, S. D., and has put in a gasoline engine.

The Parkston Elevator Company's elevator at Canton, S. D., wrecked by the wind last June, has been rebuilt.

Larkin & Thompson's elevator at Waubay, S. D., has been improved to such an extent that it is now a first-class house.

The Empire Elevator Company has completed an elevator at Garden City, S. D. A Mr. Arness will be buyer this year.

The McCaull-Webster Grain Company are replacing their recently burned elevator at Yankton, S. D., with a new one.

The Winnor-Torgersen Lumber Company have just completed an elevator at Strandburg, S. D. J. O. Nelson will be the buyer.

The Hunting Elevator Co.'s elevator at Menno, S. D., damaged by a windstorm last June, is being put in shape for business.

The Spencer Grain Company of Minneapolis are erecting elevators at the new towns of Greenway, Zealand, Hague and Stafford, S. D.

The Spencer Grain Company of Minneapolis has purchased A. C. Dodge's elevator at Milbank, S. D., and are making some improvements on it.

The Farmers' Exchange Elevator at Webster, S. D., for which Philip Groos is buyer, has built an addition, 24x24, thus doubling its capacity.

E. A. Brown of Luverne, Minn., is fitting up his elevator at Corson, S. D., with machinery furnished by the Marseilles Manufacturing Company.

The McCaull-Webster Grain Company of Minneapolis has purchased Owens & Perry's warehouse at Eureka and will move it to Greenway, S. D., the

first town northwest of Eureka on the new railroad extension.

The Winnor-Torgersen Lumber Company of Toronto, S. D., have sold their elevator at Elkton to Ward & Cadwell of Fairmont, Minn.

The Atlas Elevator Company of Minneapolis have purchased the St. Paul & Kansas City Elevator at Yankton, S. D., and installed G. G. Fry as buyer.

The Western Elevator Company has purchased the Interstate line of elevators, including the one at Watertown, S. D., of which Chas. S. Schalkle is agent.

Michael Darmody, Webster, S. D., is building an addition to his elevator, which will now have an inside driveway, new dump scale and gasoline engine.

At DeSmet, S. D., the elevators have joined hands in putting down a well and installing a pump and watering trough for the accommodation of the farmers.

An old mill building at Northville, S. D., is being transformed into a grain elevator which will be in charge of C. J. Mariner. This gives the town six elevators.

The South Dakota Grain Co. has completed an elevator at Canton, S. D. It replaces the one owned by the Canton Grain Co., which was blown down last June.

The Western Elevator Company, which recently purchased the Marfield Elevator at Lake Preston, S. D., has remodeled the house and put in a new gasoline engine.

The Atlas Elevator Company are erecting a modern elevator at Rockham, S. D., equipped with wagon dump and gasoline engine. J. A. McLane will have charge as buyer.

The Empire Elevator at Millette, S. D., was reopened for business last month with E. Waterbury as buyer. There are now four elevators and two "scoop shovellers" at this town.

E. G. Anderson of Aberdeen has purchased the Farmers' Warehouse at Houghton, S. D., and will remodel it to an elevator, install a wagon dump and have a grain buyer there this season.

Geo. Gayken's 25,000-bushel elevator now being erected at Lennox, S. D., makes six elevators in that town, which is rapidly becoming one of the leading grain shipping points in the state.

The Crown Elevator Company has built a brick engine room and office and installed a five horse-power gasoline engine at its elevator at Ashton, S. D., of which Chas. McCrossan is manager.

Shanard & Sons have built an addition to their elevator at Bridgewater, S. D., in the shape of a warehouse for flour and feed. The elevator has also been remodeled and a gasoline engine installed.

George A. Johnston, who is the owner of a quarter section of land in the eastern part of Badger county, about seven and one-half miles northwest of Mitchell, S. D., is planning to start a new town there. The Milwaukee Railway Company contemplate putting in a switch at that point immediately and the first building to be erected in the new town will doubtless be a grain elevator.

#### CANADIAN.

A grain elevator is being erected at Sutton, Ont.

Hay Bros. have a new grain elevator at Atwood, Ont.

The Western Elevator Co. of Winnipeg will build an elevator at Selkirk, Manitoba.

John Woods & Sons are completing a 35,000-bushel elevator at Swan Lake, Manitoba.

The Independent Grain Co., with headquarters at Winnipeg, has applied for incorporation.

T. M. Tennent, dealer in grain, etc., at Chatham, Ont., has sold out to Keith & Drew.

Moise Dore, a grain and fuel dealer of Montreal, has made an assignment to A. Desmarreau.

J. C. McKay of Boissevain, Man., has installed a 6-inch, 15-duct Hall Distributor in his mill.

The Altamont Farmers' Elevator Company of Altamont, Manitoba, has applied for incorporation.

It is reported that a 20,000-bushel elevator will be built at Lowe Farm, Manitoba, by a Minneapolis concern.

The Lake of the Woods Milling Company will probably erect an elevator at Brookdale, Manitoba, this fall.

The Northern Elevator Company of Winnipeg began opening its various country elevators on September 1.

The Wellwood Farmers' Elevator Company, Wellwood, Manitoba, has been organized and will at once erect a 40,000-bushel elevator on the Canadian

Pacific right-of-way. It will be equipped with the most modern machinery.

R. Cooper, Welland, Ont., is installing a No. 9 Clipper Cleaner with traveling brushes and special air controller.

The Pilot Mound Grain Co., Ltd., Pilot Mound, Manitoba, has been incorporated with a capital stock of \$10,000.

William Martin of Winnipeg has retired from his position as manager of the buying department of the Northern Elevator Company, but still retains his interest in the company.

The Farmers' Elevator Company, Arcola, Manitoba, will spend \$2,000 more in improving their new elevator. This town now has capacity for 160,000 bushels in its five elevators.

G. A. Hatherington, Rodney, Ont., is placing in his cleaning outfit a No. 9 Clipper Cleaner with traveling brushes, clay-crushing rolls, special air controller and dustless attachment.

Some of the elevators recently completed in Manitoba by the Ogilvie Flour Mills Company are located at Margaret, Basswood, Dunrea, Grand View, Gilbert Plains, Carlyle and Bradwardine.

Plowman & Atkinson are building a 20,000-bushel elevator at Russell, Manitoba. W. B. Lennard also intends to build one there of 24,000 bushels' capacity. He is now erecting one at Langenburg.

At Pipestone, Manitoba, two new elevators were erected this year, one of 40,000 bushels' capacity by the Northern Elevator Company and one of 35,000 bushels' capacity by McCulloch & Heriot of Souris.

The Prescott Elevator Co.'s elevator, which is said to have cost \$300,000, has been sold to the Wolvin Syndicate for \$85,000. The latter concern recently purchased the tugs and steel barges of the Prescott company.

The Winnipeg Elevator Company has elevators completed or nearing completion at the following towns: Mariapolis, Darlingford, Crystal City, Mather, Gainboro, Frobisher, Milestone, Yellowgrass, Belleplain, Grand Center, Pendennis, Wheatland, Bradwardine, Kenton and Lenore.

The Canadian Pacific Railway has acquired 163 feet of additional river frontage at Windsor, Ont., and it is reported that a grain elevator will be among the improvements placed thereon. It is said that after this year much of the traffic through Owen Sound will be diverted to Windsor.

The building and operation of the two grain elevators at Windmill Point, Montreal, has been transferred by the Grand Trunk Railway to an auxiliary company known as the Montreal Warehousing Company. It is expected that the foundation for elevator and mill will be carried above high water mark before the close of the year.

A grain exporting concern known as the R. D. Martin Co., Ltd., is being incorporated by R. D. Martin, S. G. Archibald, Edward S. Jacques and W. R. Staveley of Montreal, also Albert P. Stewart of London, England. It is stated that in time the concern expects to acquire wharves and elevators. The company is capitalized at \$200,000.

The grain business of James Carruthers & Company, of Toronto, has been incorporated as James Carruthers & Co., Limited, with a capitalization of \$100,000. The shareholders are James Carruthers, C. W. Bond, Wm. Carruthers, and James Edgar Carruthers, of Toronto; George A. Carruthers and Capel Tilt, of Winnipeg, and H. W. Crofts, of Montreal.

March Bros. & Wells of Litchfield, Minn., recently purchased the rights and property of the Canadian Northern Elevator Company of Winnipeg. The company has been operating elevators at Dauphin, Gilbert Plains, Oak River and Grand View, and it is the intention of the new owners to erect a number of new elevators in time for the handling of this season's crop.

"Elevator building in the west has been hampered this season by want of material and men," says the Winnipeg Commercial. "While a larger number of new elevators have been built than in any single season before the increase has not been so great as it would have been had lumber stocks been adequate and a sufficient number of competent workmen available. Contractors all complain of these drawbacks."

The working house for Elevator D at Fort William, Ont., will be somewhat larger than the steel structure which was burned. It will be of frame construction covered inside and out with sheet steel. It will be fitted with extra legs, etc., to greatly increase the handling capacity of the plant. With this end in view the present steel tanks are having hopper bottoms placed in them. This house, as well as Elevator E, is expected to be completed by the contractors, the Barnett & Record Co., by the close of navigation.



## PERSONAL

M. J. Rawn is a new grain buyer at Varco, Minn.  
Thomas Ford has opened the elevator at Dempster, S. D.

Earl Cotton has taken charge of an elevator at Cavour, S. D.

Ray McAuley is now in charge of the elevator at Binford, N. D.

Mr. Miller is in charge of the K. C. Elevator at Spencer, Iowa.

Tom Dye will manage the Atlantic Elevator at Sheldon, N. D.

A Mr. Freeman is in charge of the elevator at Ellendale, N. D.

L. Sontag will look after the Peavey Elevator at Perley, Minn.

F. L. Holm will have charge of the new elevator at Bagley, Minn.

W. L. Ginter will have charge of the new elevator at Nevada, Iowa.

E. J. Matteson is in charge of the Crown Elevator at Glenham, S. D.

M. L. Deal is in charge of the Interstate Elevator at Frankfort, S. D.

James Foran has taken a position in an elevator at Larimore, N. D.

J. F. Whetston has assumed charge of the elevator at Penn, N. D.

Oliver Distard is in charge of the Farmers' Elevator at Perley, Minn.

Tom Hennington has charge of the State Elevator at Blanchard, N. D.

Geo. Oxreider is a new grain buyer at Worthington, Minn., this season.

A. Mehlin is now manager of C. L. Roberts' elevator at Grinnell, Iowa.

S. M. Rector has take the management of the elevator at Bluffton, Minn.

L. Stenger again has charge of the Dakota Elevator at Waconia, Minn.

Mr. Carley is the new agent at Buxton, N. D., for the Peavey company.

G. E. Anderson is buyer at Salem, S. D., for the Western Grain Company.

F. W. Gaffney has taken charge of the Anchor Elevator at Edmore, N. D.

Bert Swan has taken charge of his brother's elevator at Albert Lea, Minn.

Geo. N. Baker is employed in the Pt. Emma Elevator at Ludden, N. D.

Lester Taylor is grain buyer at W. A. Caldwell's elevator in Monango, N. D.

John C. Thoreson has taken charge of Ireys' Elevator at Kenmore, N. D.

L. R. Cornick is in charge of the Great Western Elevator at Humboldt, Iowa.

C. E. Jorgenson is the new manager of the Bingham Elevator at Odin, Minn.

G. L. O'Neale is buying grain at Battle Lake, Minn., for Andrews & Gage.

Otto Ewald has been employed by the Monarch Elevator Co. at Orisco, N. D.

Jesse Howe will have charge of Park's new elevator at Green Valley, Minn.

Olof Satre is in charge of Andrews & Gage's elevator at Lake Park, Minn.

B. Loomis will buy grain for the West & Cadwell Elevator at White, S. D.

Fred Roberts will buy grain at Raleigh, Iowa, for Skewis & Moen of Minneapolis.

Albert Loehrke will buy grain for the elevator at Mayville, Minn., this season.

Irwin Leeland will buy grain at Burr, S. D., for the Western Elevator Company.

Floyd Creasner will buy wheat at Langford, N. D., for the Empire Elevator Co.

Charles McCarthey is said to have taken charge of the elevator at Fairfield, Wis.

John Larned is the new agent for the Cargill Elevator Co. at Melville, N. D.

Elevators have been opened at Berea and Gorman, N. D., by the Powers Elevator Co. H. A. An-

derson will be in charge at Berea and J. H. S. Thompson at Gorman.

Samuel Miles is now running the Osborne-McMillan Elevator at Ashley, N. D.

N. J. Minnis has been appointed agent for the Peavey Elevator at Dayton, Iowa.

Frank Adams has taken a position with an elevator company at Asnabrok, N. D.

A. Reynolds is the new manager of the Interstate Elevator at Ellsworth, Minn.

Wm. Olson is the new manager of the Sioux Grain Company's elevator at Ireton, Iowa.

E. R. Shirley will buy wheat at Lithia, N. D., for the National Elevator Company.

W. E. Warner has taken charge of Heising Bros.' elevator at Northwood, N. D.

Ed F. Barrett has taken a position as wheat buyer for an elevator at Atwater, Minn.

P. Birkett has taken a position as Sharon, N. D., with the Cargill Elevator Company.

J. B. Johnson has resigned as grain buyer for the Interstate Elevator at Monroe, S. D.

H. S. Roberts, Jr., is the new manager of the Farmers' Elevator at Milbank, S. D.

Frank Kiever will buy grain at Kennedy, Minn., for the Imperial Elevator Company.

L. C. Dahl has been appointed buyer at Garretson, N. D., for the Atlas Elevator Co.

M. J. Thieson has opened the Woodworth Elevator at Wislek, N. D., for the season.

W. Van Horn will buy grain for the Empire Elevator Co. at Winship, N. D., this fall.

Mr. Wilson is the new agent at Wheatland, N. D., for the Andrews & Gage Elevator.

W. H. Ballard will buy grain for the Atlas Elevator at Gettysburg, S. D., this season.

Herman Otto has been appointed manager of Pease Bros.' elevator at Sac City, Iowa.

J. J. Ployhart has been engaged as buyer for the Crown Elevator at Wahpeton, N. D.

Matt Butler has taken a position as manager of the Brushy Elevator at Duncombe, Iowa.

John Erickson is now grain buyer for the National Elevator Company at Hensel, N. D.

O. McDougle has accepted a position as agent for the Farmers' Elevator at Argusville, N. D.

Colonel Haupt has taken charge of the Andrews & Gage Co.'s new elevator at Lisbon, N. D.

W. Tooley has been employed as grain buyer at Gilchrist & Co.'s elevator in Hawkeye, Iowa.

Carl Draeger will buy wheat for the Empire Elevator Company's flat house at James, S. D.

Neal Sullivan has taken charge of the Nye & Schneider Co.'s elevator at Imogene, Minn.

George Bethel of Davenport, Iowa, has taken charge of the elevator at McCausland, Iowa.

H. Hendrickson will buy wheat at Everdell, Minn., for the Monarch Elevator Company.

Frank O'Hearn has taken a position as grain buyer for Rothschild & Co. at Trosky, Minn.

Robert Miller has succeeded John Phillips in charge of the Atlas Elevator at Porter, Minn.

Chas. Hogaboom is buying for the Bagley Company's elevator at Aberdeen, S. D., this season.

W. Bastian has been engaged to buy grain for the Frankfort Elevator Company of Frankfort, Ind.

D. N. McIver of Hoople, N. D., has charge of the St. Anthony and Dakota elevator at Easby, N. D.

H. L. Flowers has been installed as agent for the Powers Elevator Company at Eldridge, N. D.

O. O. Huesley will buy grain for the Peavey Elevator Company this season at Herman, Minn.

P. J. Norton has taken charge of the Peavey Elevator Company's business at Blue Earth, Minn.

C. V. Norris has taken a position as grain buyer for the elevator at the new town of Fernald, Iowa.

Frank Pettyjohn will operate the elevator at Mitchell, S. D., recently purchased by J. M. Siberz.

C. B. Prichard has taken charge of the Anchor Grain Elevator Company's plant at Gardner, N. D.

C. A. Webster of Fergus Falls, Minn., will manage the Monarch Elevator at Wheaton, N. D., this season.

J. F. Stiener, who has been manager of the Monarch Elevator at Henning, Minn., has been transferred to Dumont, Minn., and John Hanson, who

operated the Farmers' Elevator at Henning last season, has taken Mr. Stiener's old position.

C. Terhune will buy grain at Wells, Minn., for the W. W. Cargill Elevator Company this season.

R. B. Meldrum has taken a position as grain buyer for S. Y. Hyde's elevator company at Elrod, S. D.

Louis Yonker has been employed by the Woodworth Elevator Company as agent at Anamoose, N. D.

T. A. Sheehan has been employed by the Huntington Elevator Company as grain buyer at Delmont, S. D.

Henry McNamara succeeds J. P. Hall as buyer for the Northwestern Elevator at Willow Lakes, S. D.

R. D. Johnson has been engaged by the Woodworth Elevator Company as agent at Donnybrook, N. D.

A. G. Church has resigned his position with the Way-Johnson-Lee Elevator Company at Meservey, Iowa.

Gates S. Clarke will buy grain at Hartford, S. D., for the Hubbard Milling Company of Mankato, Minn.

J. G. Barncard is said to be slated for the management of a new elevator to be built at Meriden, Minn.

Felix Ruzika has located at Conway, N. D., and will assist his son Jerome in the elevator at that place.

P. L. Jennings, who conducts the elevator at Chapman, Kan., has been nominated for probate judge.

Ed. Kranhold has opened the Bagley Elevator at James, S. D., and will buy wheat there this season.

C. A. Newhouse of Mazeppa, Minn., has removed to Waterville, N. D., where he has charge of an elevator.

The Northwestern Elevator at DeGraff, Minn., has been opened for the season with A. F. Sheldon as agent.

"Father" Doheny is in charge of the North Dakota Horse and Cattle Company's elevator at Rugby, N. D.

James Donovan has moved from Elmore, Minn., to Osborne, N. D., and will have charge of a line of elevators.

John Clark, formerly of Roswell, S. D., is now buying grain at Vilas, S. D., for the Western Grain Company.

Walter Rudd has located at Faulkston, S. D., where he will buy grain for the Bagley Elevator Company.

Guy T. Bohman has charge of the Minnesota and Western Grain Company's elevator at Booge, S. D., this year.

P. Killey, formerly grain inspector at Atchison, Kan., has been seriously ill at his home in Effingham, Kan.

John M. Larson has taken a position as wheat buyer for the North Dakota Elevator Co. at Fessenden, N. D.

Abner Reynolds has taken the management of the Western Grain Company's elevator at Ellsworth, Iowa.

Chas. Metcalf of Caledonia, Minn., has taken a position in Loomis & Co.'s elevator at Spring Grove, Minn.

M. J. Hedren has succeeded Adam Stadick as agent in charge of the Security Elevator at Lafayette, Minn.

R. A. McLean has been appointed Rugby, N. D., representative for Crumpton & Crumpton of West Superior, Wis.

Emory Ford has moved from Albert Lea, Minn., to Waltham, Minn., to buy grain for W. F. Markham's elevator.

Garret De Vries has been retained by the Western Grain Company as manager of their elevator at Richards, Iowa.

W. J. Hunt will have charge of the new elevator of the Farmers' Elevator Company just completed at Hartford, S. D.

Aug. Schultz of Geneseo, N. D., has removed to Cathay, N. D., where will be buyer for the Royal Elevator Company.

George Mansfield, formerly of McHenry, N. D., has moved to Balfour, N. D., where he has taken charge of an elevator.

A. R. Jones has moved from St. Hilaire, Minn., to St. Vincent, Minn., and will have charge of the St. Anthony and Dakota Elevator Company's plant



at the latter place. The elevator at St. Hilaire will hereafter be operated by the Red Lake Falls Milling Company.

S. H. Blair has resigned as grain buyer at Viola, Minn., for the G. W. VanDusen Co. and is succeeded by D. W. Mulholland.

George Clow of Lisbon, N. D., has been appointed manager of the Northern Elevator Company's elevator at Winnipeg, Man.

George A. Stegner of Rockwood Falls, Minn., has taken charge of the Western Grain Company's elevator at Seaforth, Minn.

J. Kempner, the new wheat buyer for the Northwestern Elevator at Maynard, Minn., has moved his family to that town.

Jesse Kilpatrick of Luverne, Minn., will be in charge of the E. A. Brown Elevator at Pipestone, Minn., during the season.

Samuel C. Lewis has moved to Roann, Ind., to engage in the grain and lumber trade with his brother, Thomas J. Lewis.

James Empey has resigned as grain buyer for the Neuenburg Elevator at Olivia, Minn., and has been succeeded by H. H. Miller.

Lars Nelson has resigned as wheat buyer for the M. & N. Elevator at Dalton, Minn., and has been succeeded by T. F. Green.

John Teigen succeeds T. F. McGrevey as manager of the Great Western Grain Company's elevator at Lake Mills, Iowa.

Peter Maney will buy grain for Schmid & Anderson of Vesta, Minn., this season and has taken charge of the firm's elevator.

H. B. Newton, who was in charge of one of the elevators at Cornelia, Iowa, last season, has taken a position at Kanawha, Iowa.

Frank Rhodes, who has been grain buyer for the Lake Preston Milling Company's elevator at Garden City, S. D., has resigned.

C. C. Backer, for the past two years elevator agent for the Eagle Mill Company at Milford, Minn., has moved to New Ulm, Minn.

Chas. Taskerud is in charge of the Crown Elevator and A. M. Way is managing the Whallon Elevator, both at Frederick, S. D.

Mr. Beaman, who has been foreman of the mill elevator at Ireton, Ia., has taken a similar position in an elevator at Danvers, Minn.

M. M. Williams, for the past thirteen years grain buyer at Lebanon, S. D., most of the time for the Mayfield Elevator Company, has retired.

C. J. Reagan has succeeded H. G. Schimming as manager of the Columbia Elevator at Appleton, Minn. The latter goes to Clinton, Minn.

Wm. Whiteman is resident manager at McCallsburg, Iowa, for the Western Grain Co. Their new elevator at that place has been completed.

E. A. Smith has been appointed manager of the Farmers' Elevator at Beardsley, Minn. W. J. Toner was manager of this house last season.

E. B. Case, grain buyer for the Farmers' Elevator Co., at Madison, S. D., has been nominated for railroad commissioner on the Socialist ticket.

W. N. Brown has located in Litchfield, Minn., to act as agent for the Thorpe Elevator Company, which has purchased an elevator at that place.

Theo. P. Baxter of Taylorville, Ill., has been appointed a member of the appeals committee of the East St. Louis grain inspection department.

Charles E. Gifford, junior member of the firm of Charles E. Gifford & Co., of Chicago, may lose the sight of his right eye as the result of an accident.

Frank E. Plum of Marshalltown, Iowa, has taken charge of the old Kansas City Elevator at Roland, Iowa, now owned by the Hammond Grain Company.

Mr. Northrop, the grain buyer at Boynton, N. D., has been in St. Paul undergoing medical treatment. During his absence Chas. Hathaway acted as buyer.

Allen B. Wilson, who has been with the Cereal Mills at Nebraska City, Neb., for the last ten years, has taken the management of the Jones Grain Company.

C. A. Shields has resigned his position with the Duluth Elevator Company at Atwater, Minn., and has taken a position with a grain company at Winnipeg.

Victor Lund and M. J. Hedren are new wheat buyers at Lafayette, Minn., for A. D. McDonald & Co. and the Security Elevator Company, respectively.

The elevators at Auburn, N. D., are managed as follows this fall: M. W. Hostetter's house, by the owner; Northwestern Elevator Company's, by J. S. Gunn; Duluth Elevator Company's, by Joseph

Lee, and the St. Anthony and Dakota Elevator Company's house by Charles J. Hanson.

P. M. Olson, lately of Romeby, Minn., has returned to Litchfield, Minn., and is in charge of the Greenleaf Elevator, which has been leased by a line company.

Halvor Ellingson has accepted a position with the Woodward Elevator at Brooten, Minn. Last year he was in charge of the Farmers' Elevator at that town.

S. W. Smelcer of Flora, Ind., has moved to Royal Center, Ind., and will manage the business of the Royal Center Grain Company, having purchased the interest of C. M. Anderson.

Mr. Peterson is the new agent in charge of the Peavey Elevator at Glyndon, Minn., and Mr. Heald is a new man in the same capacity for the independent elevator at Glyndon.

J. E. McBride, formerly buyer for the Lake of the Woods Milling Company has been engaged by the newly organized Farmers' Elevator Company of Souris, Man., as manager.

F. M. Smith has resigned as agent at Kindred, N. D., for the St. Anthony & Dakota Elevator Co., and has gone to Clifford, N. D., to accept a similar position with the same concern.

Wm. Camery, manager of the Northern Grain Company's business at Fairmont, Minn., was married to Miss Effie Tipton, August 10, at the home of the bride's parents in Ponca, Neb.

O. C. Hanson of Battle Lake, Minn., has taken charge of an elevator at Beltrami, Minn. His brother from Clitherall, Minn., will have charge of the Farmers' Elevator at Battle Lake.

D. Boyd, who has been in charge of the Winter & Ames Elevator at Campbell, Minn., has been promoted and will hereafter be on the road most of the time, looking after the company's houses.

C. A. Strockey, for the past six years grain buyer for the Omaha Elevator Company at Touhy, Neb., has resigned and connected himself with the Nebraska Elevator Company at Rising City, Neb.

J. C. Warner has been placed in charge of the Saginaw Milling Company's warehouse at Mt. Pleasant, Mich. The company will deal in grain, hay, etc., and Mr. Warner will look after the business.

Holver Solem succeeds O. B. Grotte as grain buyer for the Benson Grain Company at Windom, Minn. The latter will have charge of a line of elevators in North Dakota for the Woodworth Elevator Co.

The three elevators at Lamoure, N. D., have been opened for the season. C. I. Nowatny will buy for the Andrews & Gage Co.; Ernest Tucker for the Monarch Elevator and Fred Schmoker for the Powers Elevator.

C. N. Burkhard, who has been in charge of the Imperial Elevator at Hallock, Minn., for the past few years, has been made general superintendent of the company's line of houses. He will continue to reside in Hallock.

J. H. Barrett has been succeeded as wheat buyer for the Farmers' Elevator at Waverly, Minn., by J. Nuwash. Mr. Barrett has engaged with the Northern Grain Company, with headquarters at Des Moines, Iowa, and will superintend the grain buying for the company's line of houses.

Fred Gardner has resigned as buyer for the Great Western Elevator at Sherburne, Minn., and goes to Fargo, N. D., to become superintendent of a line of elevators to be erected by himself and H. H. Jenkins in Clay, Otter Tail and Norman counties. A. W. Oothoudt succeeds Mr. Gardner at Sherburne.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

W. F. Schilt, Bremen, Ind.  
C. H. White, Sabetha, Kans.  
W. H. Williamson, Alton, Ill.  
Casper Brown, Oakley, Kans.  
Fred Friedline, Decatur, Ill., representing Waller Mfg. Co., Chicago.  
Mark A. Carleton, cerealist U. S. Department of Agriculture, Washington, D. C.  
Joseph S. Chamberlain, Ph. D., U. S. Department of Agriculture, Washington, D. C.

The Michigan bean crop has been badly damaged by unfavorable weather conditions.

## SEEDS

Andy Berry's new seed building at Shenandoah, Iowa, has been completed.

Oscar H. Will, seedsman, Bismarck, N. D., is putting in a Clipper Seed Cleaner.

Walter H. Wellsager of the Baltimore seed firm of J. J. Buffington & Co., died September 5, aged 26 years.

A. C. Tillinghast, seedsman, La Conner, Wash., is installing a No. 6 Clipper Cleaner for handling seeds.

The capital stock of the Portland (Ore.) Seed Company has been increased from \$25,000 to \$50,000.

George W. Barnes, a dealer in seeds and wool at Richmond, Ind., for fifty years, has announced that he will retire.

Knox county, Mo., will produce 300,000 bushels of timothy seed this season, according to a Price Current correspondent.

The Winona (Minn.) Seed Company has purchased the Rothermal flat house at Stewartville, Minn., and will buy seeds at that point.

King & Co. of Toledo received a cable from Hamburg September 3 to the effect that Germany expects to harvest a fair crop of clover seed.

The Holmes Seed Company has been organized at Harrisburg, Pa., with a capital stock of \$250,000. The incorporators are: R. C. Neal, C. S. Boll, E. Z. Gross, George A. Gorgas and H. L. Holmes.

The Alfred Brown Seed Company, for a number of years at 24 and 26 North Division street, Detroit, Mich., is preparing to move to more central location. The new quarters are at 22-24 South Ottawa street.

T. J. Lindley of Jeffersonville, Ind., has secured the entire orchard grass crop of Clark county, Ind., and will ship it to Germany. The output amounts to 20,000 bushels and Lindley's bid was \$1.42 per bushel.

J. R. Ratekin & Son, seed dealers of Shenandoah, Iowa, are seeking a suitable building in that city in which to open a retail seed store. The firm has arranged to put out a big farm and garden seed catalog next season.

Reports relative to the clover seed crop are conflicting. Some sections of the country report big crops, but the majority are unfavorable. It is generally believed that the crop of the United States and Canada will be below the average.

The Columbus Seed and Implement Company has been incorporated with a capital stock of \$1,000 to deal in seeds and agricultural implements. The headquarters of the new company are at Columbus, Ga., and John T. Davis, Jr., is president and Thomas Salisbury general manager.

Toledo grades of clover seed start the same as last season, say C. A. King & Co. The only exception is a new grade called Number Three. It includes what has heretofore been poor two and the better rejected. All seed below prime is sold by sample upon its merits, so it makes but little difference what it is called.

A certificate has been filed showing that one-half of the capital stock of the Cleveland Seed Company of Rochester, N. Y., has been filed. The amount of the capital stock of the concern which was recently organized to do business in Rochester is \$5,000. One-half of that amount has been paid in. The certificate is signed by the following directors: Seth M. Pease, Fred B. King, Charles H. Vick and William F. Fonda.

Referring to clover seed inspection at Toledo, C. A. King & Co. say: "David Wallace still reigns, but not entirely supreme. He is the chief inspector for another season. He has been for many. He is one of the best judges and gives as good satisfaction as anybody could under the grades which are established by the Exchange. He gives bond, is entirely disinterested and receives the weighing and inspection fee of four cents per bag for his pay. There is a seed inspection committee of seven experts over him, who can change his decision, if they think he has made a mistake."

The following is the text of a circular prepared by A. E. Clutter of Lima, Ohio, and printed by J. F. Zahm & Co. of Toledo. The circular is headed "Some Suggestions to Farmers About Clover Seed" and is as follows: "It has been in order this season for Toledo dealers to have their say as to why clover seed has deteriorated. Having observed clover seed growing for more than thirty years, and handled it after it was thrashed, I have noticed



that the bulk of the brown seed some seasons comes from unripe seed on the low land, and it is a well known fact that high clay land produces the best seed and the early seed. Fields that ten days ago promised nothing are in nice bloom on the high land, and heads well browned show it to be well filled, while on the low, rich parts of the fields is a large growth, few heads, and in some fields plenty of rag weeds. If farmers could be prevailed upon to cut this heavy green stuff for hay and sow the high ground for seed, we think all would be highly benefited. Seed would show much better quality and be less of it, and the rough heavy stuff would be better in hay, and in this way the rag weed seed would be eliminated from the seed and not mixed up with the whole product to worry the dealers to death to get it out. The present dry weather is making quite a change in the seed prospects. A concerted effort on the part of all dealers upon the above lines while the rough stuff is yet green enough for hay should raise the quality of the seed 40 per cent, for the heads now ripe on upland have beautiful and bright seed." Shippers are advised to have farmers read the above.

## CROP REPORTS

The oats crop of Montana is reported up to the average.

All late crops in New Jersey are reported in good maturing condition.

The corn crop in Massachusetts depends on the absence of frosts this month.

New York reports a big yield of oats, wheat and barley. Corn prospects are poor.

The wheat crop of the Canadian Northwest is now estimated at between 60,000,000 and 70,000,000 bushels.

Corn in Nebraska is maturing slowly, but some of the early planted is beyond the danger of frosts. Fall ploughing is progressing satisfactorily.

Oats and wheat threshing in Pennsylvania show these crops to be up to former estimates. Corn in most parts of the state will be a large crop.

Corn cutting in Kansas is well advanced and is nearly finished in the southern part of the state. Heavy rains have retarded the work in the eastern part of the state. Corn is maturing well in the north.

A correspondent to the Country Gentleman says the corn crop of southwestern Ohio is likely to prove a record-breaker. He adds that the oat harvest was the largest in years, yields as high as 100 bushels to the acre being reported.

Oats and barley in North Dakota are all cut and thrashing is well advanced, although somewhat retarded by wet weather. Corn is improving, but is still behind the season. Early wheat is all cut and some reports of sprouting are heard.

The Michigan state report issued September 9 places the average oats yield at 38 bushels to the acre and the quality at 95. The corn condition is 66, against 89 a year ago. The wheat yield is placed at 18 bushels, against 11 a year ago.

Rains in South Dakota have delayed thrashing of oats and wheat. In some sections damage from sprouting is reported. Corn has made progress in filling, but continues backward. There is still much flax to be cut. The oat crop is placed at 20,000,000 bushels.

Early harvesting reports show a falling off in the wheat yield of Washington, which, if continued, will mean a loss of between 15 and 20 per cent from last season's crop. Exporters are figuring now on a total of about 25,000,000 bushels of wheat from this state. Last season the total harvest was 32,000,000 bushels.

H. B. Dorsey, secretary of the Texas Grain Dealers' Association, says: "There are about 8,000,000 bushels of wheat in Texas this year, and about the same amount of oats. As to corn, there is no way by which an intelligent estimate can be made. However, the crop this year is lighter than it was last year."

The state report from Iowa for the week ending September 8 says: "The corn crop appears to be making fairly good advancement in the larger part of the state, though its progress is not sufficiently rapid to allay anxiety as to its future safety. While about two-thirds of the crop is nearing maturity and may be entirely safe by the 20th, yet there will be an unusually large percentage of soft corn if killing frost comes before October 1. The extremely wet and cool condition of the soil greatly retards the ripening process. Some portion of the oats crop that had been left in the shock has been

thrashed, and the reports indicate that the percentage of loss will be very heavy. Spring wheat is in better condition, the bulk of the crop being grown in the drier districts of the state."

Statistician Snow has returns from all the corn states on which he estimated an average condition for the crop of 87.3, against 88.9 a month ago. "In the northern half of the belt the crop is late and must have frost immunity at least two weeks longer than usual. If general killing frost is delayed until September 15 the crop will be a large one, and if until the 25th it will break all records."

Letters from bank presidents in twenty-nine states in the Mississippi Valley, the Northwest, Southwest, the South and Pacific Coast to James H. Eckels, president of the Commercial National Bank, Chicago, relative to the amount of money required to move the crops, demonstrate, according to Mr. Eckels, that the country is to have an unusually large yield of oats, corn, wheat, flax and hay.

Cool weather is retarding the ripening of corn in Minnesota, according to the state report, and the late varieties will require good weather until September 20 to mature. A good deal of corn will be caught by frost unless cold weather holds off unusually late. Thrashing of oats was finished August 31 and it was reported that some of the grain in shock was rotting. The same conditions apply to wheat and flax.

The weekly crop bulletin of the Illinois weather bureau, dated September 9, says the yield of oats is fair to very good, but the quality is poor in many places. Though the cool weather has been unfavorable for corn, other conditions have been very favorable and the crop has made much progress. There will be a very heavy yield. Most corn is safe from frost and in the South much of it is in shock. The bulk of the crop will be safe by September 15.

According to the current issue of the Corn Belt an immense crop of corn is maturing in Nebraska, Iowa, northern Kansas, northern Missouri, and northeastern Colorado. Reports gathered from 900 agents in the territory covered indicate that the crop on September 1 was so far advanced as to be practically "made" and past danger from any usual source. These same reports say all small grains are cut and in the stack and that thrashing has reasonably progressed.

Prime says about 25 per cent of the corn outside of Kansas and Missouri is now out of any danger from frost. Twenty-five per cent more of the corn will need about 15 days longer, and the whole crop will not be safe from accidents of this nature before the first of October. Relative to oats he says: "The oat crop is showing up much poorer in quality than was thought it would at the opening of the harvest. It seems more difficult as the season advances to get a quality of oats fit for grinding purposes, and they never were in as great demand as they are to-day."

The monthly report of the statistician of the Department of Agriculture, dated September 10, shows the average condition of corn on September 1 to have been 84.3, as compared with 86.5 on August 1, 1902, 51.7 on September 1, 1901, 80.6 at the corresponding date in 1900 and a ten-year average of 78.8. Except in Kansas and South Dakota, which report a decline of 12 points and 10 points respectively during August, no material change of condition is reported from any of the principal corn states, and except those of the South and the state of Michigan they again report condition averages in excess of their respective averages for the last ten years. The report continues: "Notwithstanding its marked decline since August, Kansas reports a condition of 91, or 25 points above its ten-year average, while Nebraska and Missouri exceed their respective ten-year averages by 35 and 22 points respectively; Indiana, Ohio, Illinois and Iowa by 16, 11, 14 and 10 points respectively, and Pennsylvania, Wisconsin and Minnesota by 6, 4 and 3 points respectively. The crop, however, is so late that throughout the entire northern portion of the belt predictions of more than an average crop are invariably made contingent upon the immediate advent and continuance for some days of the most favorable conditions of weather. The average condition at harvest of winter and spring wheat combined was 80, against 82.8 last year, 69.6 in 1900 and a ten-year average of 78.9. The average condition of oats when harvested was 87.2, against 72.1 last year, 82.9 in 1900 and a ten-year average of 79.7. While correspondents report the harvesting of an exceptionally large crop of oats, there are indications that the crop will be very deficient in point of quality. This, however, will be more fully reported upon in December, when the final returns as to the yield per acre are sent in. Of the ten states having 1,000,000 acres or upward in oats Iowa alone reports a condition comparing favorably with its ten-year average. The average condition of barley when harvested was 89.7, against 83.8 last year, 70.7 in 1900 and 82.0 the mean of the averages of the last ten years."

## COMMISSION

Charles Jernegan is now representing Adams & Samuels in the wheat pit of the Chicago Board of Trade.

Charles Wightman of the Chicago Board of Trade firm of Wightman & Neafus has recently returned from Europe.

Chas. E. Lewis & Co., Minneapolis commission merchants, have opened an office at Northrop, Minn., under the management of Fred Podratz.

H. E. and D. Pence and J. W. Doherty of Minneapolis have incorporated the H. E. Pence Company, to do a grain business with a capital stock of \$50,000.

Congdon & Steever is the style of a new Chicago commission firm that commenced business September 1. The firm is composed of Charles B. Congdon and J. G. Steever.

S. K. Yundt of Lancaster, Pa., assigned recently. He represented the Stock, Grain and Provision Company and Groulich, Martin & Co. of New York. B. F. Eshleman is assignee.

James Lyttle, head of the Lyttle-Stoppenbach Co., which has several large malting houses and elevators in Wisconsin, has moved his office from Jefferson Junction to Milwaukee.

The Minneapolis grain commission firm of L. T. Sowle & Sons was dissolved by mutual consent, August 22. H. A. Sowle retires and the business will be continued by L. T. Sowle.

L. H. Manson & Co. of Chicago are making arrangements to establish a number of offices at points on the Chicago & Alton Railroad on their private wire from Milwaukee to St. Louis.

The Weare Commission Company has opened an office at Ft. Dodge, Ia., and E. A. Armstrong, who has heretofore represented Milmine, Bodman & Co., in that city, will be in charge as manager.

The Trading Company of Minneapolis has been incorporated with a capital stock of \$10,000 to deal in options and stock futures. The incorporators are Arthur P. Loomis, F. C. Sitte and Alva A. Andrews.

The Rialto Grain and Stock Company of St. Louis has incorporated. The capital stock is \$25,000 and the incorporators are Joseph S. Lightholder, H. D. Nisbet, Lawrence Talley, C. A. Smith and Frank A. C. MacManus.

George B. McCabe, who retired from the grain firm of Southworth & Co. of Toledo, Ohio, some time ago, has engaged in business on his own account, with an office in the Produce Exchange building, Toledo.

The McLean-Smith Co., of Duluth, has been incorporated with a capital stock of \$25,000 to do a grain and elevator business. The incorporators are N. P. and Edith McLean of Duluth and W. Smith of Minto, N. D.

R. H. Montgomery & Co., who recently moved from Durand, Mich., to Toledo, Ohio, have opened offices in The Nasby, where they will do a buying and shipping business in corn, oats and hay. They also continue their business at Durand.

The Acme Grain Company has been incorporated with a capital stock of \$50,000 to do a general grain business at Minneapolis. The incorporators are Daniel L. Raymond, George P. Case, Denman F. Johnson, Adelbert R. Taylor and Edwin Dodge.

Alexander McKinnon of Duluth and Chas. W. Smith of Minneapolis, who have been doing a grain commission business in these two cities, have dissolved, the latter retiring. The business will be continued under the firm name of McKinnon & Son.

Herbst, Hill & Co., stock brokers at 112 LaSalle street, Chicago, went into the hands of a receiver August 26, with liabilities of \$60,000 and actual assets of \$15,000. The firm handled some grain business, the orders being filled through Counselman, Day & Co.

Articles of incorporation have been filed by the Scott Grain Company of Duluth. The capital stock is \$25,000 and the incorporators are James Scott, Miss F. W. Sullivan and Miss Sara L. McNulty. The head office of the new corporation will be in Duluth, but most of the business will be done in the western part of the state.

The Syracuse Stock and Grain Company of Syracuse, N. Y., suspended operations September 4. The liabilities are said to be \$75,000 and there are no assets. The company was organized in May, 1900, with a capital of \$80,000. Branch offices are located in Fulton, Oswego, Rochester, Utica, Fort Plain, Watertown, Gouverneur, Canton, Schenectady, Amsterdam, Malone and Ottawa, Canada. W. F. Ryan,



the treasurer, says that more than \$100,000 is due the firm from customers, but the accounts are worthless.

Parr & Johnston, hay and grain, 219 South street, Baltimore, dissolved September 1. Thomas Johnston & Co. succeeded. Chas. E. Parr, the retiring partner, became a member of the Canton Export Co. on January 1, last. The latter company succeeds I. M. Parr & Son.

Sam Finney of the Chicago Board of Trade has become a railroad builder and is expected to become shortly a prominent "merger." It was largely through his influence and backing that the C. & E. I. Railroad has just completed a line thirteen miles long to connect Rossville Junction, Ill., and Judgville, Ind. On this line a company of which Mr. Finney is at the head will establish new stations and build new grain elevators. The town of Finney has already been founded and an elevator is being built there. The new line traverses a very fertile and rich section of country and has been hailed with great satisfaction by property owners in the vicinity. Friends of Mr. Finney can secure annual passes on his line on application.

## HAY AND STRAW

Sales of new hay are reported at Montreal at \$7 to \$7.25 in carload lots.

A. F. Morgan has sold his interest in the hay and elevator business at Lodi, Ohio.

A large crop of both wild and tame hay has been harvested near Hawthorne, Wis.

Only about half a crop of hay has been harvested from the Mohawk flats near Oriskany, N. Y.

Bear & Gage, dealers in hay and feed at Janesville, Wis., have dissolved. J. L. Bear succeeds.

The London hay market is quiet, but a better feeling is noticeable both there and at Liverpool.

A Texas farmer has secured five cuttings of alfalfa from one field and expects to get three more.

Four hundred tons of barley hay were harvested from 600 acres of land near Corona, Cal., a gain of 100 tons over last year.

H. H. Driggs, hay dealer, formerly of Palmyra, Mich., is now at Toledo, Ohio, with an office and transfer house on the Pennsylvania Belt.

All reports from the United Kingdom say that the hay crop is unusually large. One estimate places the yield at 2,858,000 tons in excess of last year.

Chicago has been decided upon as the place where the tenth annual convention of the National Hay Association will be held. The dates are June 16, 17 and 18, 1903.

There has been a marvelous growth of second crop hay in Ontario county, Ontario, Canada, and this will do away with the threatened shortage in that locality.

Any hay dealer that desires a copy of the eighth annual report of the National Hay Association may secure one by writing P. E. Goodrich, secretary-treasurer, Winchester, Ind.

Experiments at the Agricultural College farm in connection with the University of Missouri have induced farmers of that state to take up alfalfa and the grass is being introduced into all parts of the state.

The hay crop in the vicinity of Winona, Minn., has been good. The clover crop was very heavy and the timothy was considerably better than last year. Alfalfa is making some progress in this section.

Alfalfa is rapidly taking the lead as a forage plant in Kansas, according to Secretary Coburn of the Kansas Board of Agriculture, and will soon drive out the common clover as well as timothy. In 1901 the alfalfa acreage was 319,142 acres, while this year it is 458,493 acres.

A hay inspector and a hay weighmaster have been appointed by the St. Paul Board of Trade and hereafter all hay received at that point will be inspected and weighed by these officials. Option trading in hay is now a feature of the exchange. The grades dealt in are confined to No. 1 Upland and No. 1 Timothy.

In view of the fact that the National Hay Association has decided to establish hay inspection by inspectors under its own control, an active movement has begun to enlarge the association's membership. In order to carry on the work every member is asked to circulate the association's literature with his own mail, the circulars being supplied by

the association free of cost and in such form that they will add nothing to the member's postage expense.

A large amount of hay, principally timothy, has been stored at Palouse, Wash., to await higher prices. It is estimated that 3,000 tons will be shipped from that place this year if a market can be found.

Colorado hay is very scarce, reports from portions of the state indicating that less than half a crop has been harvested. Plenty of good Nebraska hay is being delivered in Denver at \$8.50 and \$9 a ton and the prevailing opinion is that winter prices will not go above \$10 or \$11.

The hay warehouse of T. W. Keelin & Co., at 24-26 South Carpenter street, Chicago, was destroyed by fire September 2. The burned building was two stories high and about 70 feet deep. It was almost filled with hay. The loss on the building was \$6,000 and on the contents \$25,000. Both were fully insured.

## THE EXCHANGES

Milwaukee Chamber of Commerce memberships have sold recently as low as \$400. Minneapolis memberships have also declined \$300 or more.

A clearing house will probably be established in connection with the St. Louis Merchants' Exchange. The matter has been under consideration for some time.

The proposed amendment to the Chicago Board of Trade rules, better defining the permissible free use of telephone and telegraphic communications, was defeated by a vote of 187 to 145.

On August 20 about 30 members of the Minneapolis Chamber of Commerce made their annual visit to the state experimental station at the Agricultural College, St. Louis Park, Minn.

On recommendation of the Bureau of Inspection and Weighing, the directors of the Baltimore Chamber of Commerce have appointed Wm. M. Conn as chief weigher. This position was created about the first of July.

Wichita, Kansas, now has a state grain inspector and considerable wheat is being consigned to that market. The grain men and millers there are agitating the matter of establishing a grain exchange in that city.

A grain and produce exchange at the Chamber of Commerce, Atlanta, Ga., has been revived. The directors have tendered them the use of their rooms on the third floor of the city hall building and sessions will likely be held every morning.

On September 3 a committee of the Winnipeg Grain Exchange waited on W. R. MacInnes, assistant traffic manager of the Canadian Pacific Railway, and asked for a reduction of the rates on grain to Fort William. A reduction of 2 cents per hundred was asked for, making the rate from Brandon 14 instead of 16 cents. It is said that no reduction is likely to be allowed.

By a recent ballot on the Chicago Board of Trade, carried by 232 to 92, the following brokerage rates on car lots were established: Barley, wheat and rye, \$1; corn and oats, 50 cents; car corn, \$1.50; bran, 50 cents; shorts, middlings, straw, hay and flaxseed, \$1; all other seed, \$2; all kinds of seed in bags in less than carlots, 2 cents per bag. These are the minimum rates.

The Winnipeg Grain Exchange has purchased a site for a new exchange building in the city of Winnipeg. It has a frontage of 139 feet on Lombard street and 125 feet on Rorie street. Building operations will not be begun for five years yet, as the present building is leased by the exchange for six years. Another story is being added to the old portion of the building now occupied.

On the Pittsburg Grain Exchange on August 29 there was a bid of \$150 for a seat in that institution. One membership offered at \$240 and another at \$225. There are at present 72 live memberships, although formerly there were 200 or over. A majority of the latter, however, were allowed to die through non-payment of dues. There is a move on to increase the number of memberships to 100.

The St. Paul Board of Trade, organized in 1880, but which has been inactive for many years, has reorganized and resumed operations in rooms recently fitted up for the purpose in the Germania Life Building. For the present only the coarser grains will be dealt in. A novel feature will be trading in hay for future delivery. L. J. Hart has been appointed secretary and C. J. Whitridge inspector of hay. The membership is about 70. This includes about 45 merchants of that city who make a specialty of feed and the coarse grains.

## OBITUARY

Otto Braundorf, a grain merchant of Shumway, Ill., died suddenly August 21.

James L. McMurrin, formerly in the hay and grain business at Salt Lake City, Utah, is dead.

Benjamin Ladd Jones, a veteran member of the Chicago Board of Trade, died August 15, after an illness of two weeks.

Frederick L. Gorham, aged 51 years, for a number of years in the grain business at Worcester, Mass., died August 31.

John Raber, formerly in the hay and feed business at New York City, died of pneumonia August 22. He was 79 years of age.

William F. Waring, an old-time grain dealer of Dubuque, Iowa, died recently, aged 85 years. He is survived by one daughter and one son.

John J. Rooney, a bookkeeper employed by a Chicago Board of Trade firm, died August 24 from injuries caused by being struck by a base ball.

A. M. Stratton, for many years engaged in the grain and implement business at Mount Vernon, Ill., died last month, aged 58. He leaves six children.

The body of George E. Clark, said to be a broker for John West & Co., a Chicago Board of Trade firm, was taken from Lake Michigan at Racine, Wis., August 30.

S. A. Davis, a grain and stock buyer at Plattsmouth, Neb., was run over by a train and killed at Cedar Creek, Neb., recently. He leaves a widow and six children.

Francis T. Smith, formerly in the grain business at Baltimore, Md., under the firm name of Wylie, Smith & Co., died at his home in Princess Anne, Md., August 18, aged 70 years. Mr. Smith retired from the above mentioned firm in 1897.

Daniel M. Mangam, Jr., of the firm of Knapp & Mangam, wholesale dealers in grain and feed, 25-27 Produce Exchange, New York, died August 15 at Clifton Springs, N. Y. He had been ill for some time. Mr. Mangam was 39 years old and is survived by a widow and two daughters.

Henry P. Wadhams, for more than twenty years a member of the Chicago Board of Trade, died at his home, 4612 Woodlawn avenue, August 24, after an illness of two months. Mr. Wadhams was born in Cleveland, Ohio, fifty years ago, but had spent the last twenty-one years of his life in Chicago. He joined the Board of Trade the year following his arrival in the city.

Milton Rathbun, a well-known hay and grain dealer of New York City, died at Riverhead, L. I., recently, aged 58 years. Mr. Rathbun had been in the hay and grain business in New York since he was a young man. His establishment at 453 Fourth avenue was the largest in the city. Six months ago he capitalized the business at \$150,000 and made it a stock concern, retaining for himself the office of president. He was born in central New York and had lived in New York about 40 years.

James E. F. Eustis, for many years in the grain and flour business at Boston, Mass., died at his home in Chelsea, Mass., August 31. Mr. Eustis was born at Stockton, Me., in 1828. He moved to Boston in 1849, and engaged in the wholesale flour and grain business. He was at one time a member of Libbey, Eustis & Durham, and was one of the original members of the Boston Corn Exchange, now the Chamber of Commerce. In his later years he was employed by the grain firm of J. C. Frye & Co. He retired May 1 of this year.

Horace Clark, Sr., one of the organizers of the Peoria (Ill.) Board of Trade and first president of that body, died at the home of his son, George C. Clark, in Peoria, August 11. Mr. Clark was born at Sardinia, N. Y., in 1823 and moved to Peoria in 1861. The following year he engaged in the milling and grain business and continued in that line up to the time he died. As his sons grew to manhood they were taken into business with their father, and in 1886 the business was incorporated under the style of Horace Clark & Sons Co. The deceased was a man of sterling integrity and had the respect of all who came in contact with him.

James R. Willard, an old operator on the Chicago Board of Trade, died at the Baptist Hospital in this city September 6, from an attack of acute peritonitis. Mr. Willard was born in Ohio fifty-seven years ago. He was educated at Dartmouth College, from which he was graduated in 1867. In 1871 he married and removed to Erie, Pa., where he became the editor of the Erie Dispatch. He retained his connection with the



paper for fifteen years, during which time he was appointed collector for the port of Erie. Sixteen years ago he came to Chicago and began his operations upon the Board of Trade. Mr. Willard leaves a widow and four children.

Mrs. L. B. Wilson, wife of L. B. Wilson of the commission firm of Van Ness & Wilson, Chicago, Ill., died at the home of her parents, Mr. and Mrs. W. G. Lyons, at Hoopeston, Ill., on August 22, 1902. Her illness dated from November, 1900, when an attack of la grippe left her in very frail condition from which she never recovered. Last February she left her home in Chicago and attended by her sister-in-law went to San Antonio, Texas, hoping to be benefited by the change in climate. She was joined there later by Mr. Wilson and returned to Hoopeston in the summer without having received any lasting benefit. Mrs. Wilson was born in Indiana in 1871 and had spent most of her life at Hoopeston, Ill., where her parents removed when she was still a child. She was greatly loved by her associates and both at Hoopeston and Chicago, where she lived until her illness became serious, she had many friends. Among the many floral tributes sent was a design of American Beauty roses tendered by Mr. Wilson's friends on the Chicago Board of Trade. One daughter, Gladys Marie Wilson, survives her. The interment was at Floral Hill Cemetery, Hoopeston.

F. W. Heyman, president and manager of the Heyman Milling Company of Monroeville, Ohio, died August 11, from shock resulting from an operation for appendicitis. Mr. Heyman had been actively connected with the milling and grain business for the past twenty years and was a wide-awake, progressive business man. Besides owning a 200-barrel mill, elevator and coal yard at Monroeville, the company owns elevators at Chicago Junction and Hanover and a flour and feed store at Sandusky. In addition to this it does an extensive shipping business from other points. The success of the business was largely due to Mr. Heyman's ability. He was prominent in local and county politics and was treasurer of his township for eighteen years. He served many terms in the town council and was a man of much force of character, combined with good judgment. Mr. Heyman was only 44 years of age and was stricken down at a time when the future appeared brightest. Kind and genial in disposition, he leaves a large circle of friends to mourn his loss. Mr. Heyman was a member of the Lutheran Church and of the Masonic fraternity. The funeral services were conducted by the latter body.

## FIRES--CASUALTIES

The grain elevator at Enis, Mich., was burned August 18.

Counselman's elevator at Gilmore, Iowa, was burned September 8.

A storm which visited Pomeroy, Iowa, August 19, blew an elevator from its foundation.

The Olson elevator at Kathryn, N. D., was struck by lightning recently and set on fire. The building was saved.

The establishment of Martin Wade, dealer in grain, etc., at Indianapolis, Ind., was damaged by fire recently.

Kerr, Gifford & Co.'s warehouse at Pendleton, Ore., was burned recently with a loss of \$5,000, fully insured.

The elevator of M. A. Current at State Line, Ill., was destroyed by fire September 6, resulting in a loss of \$25,000.

Seymour Manning, a grain dealer of Colfax, Wash., lost two valuable horses in a fire at that place August 10.

Woods Bros.' elevator at Rapatee, Ill., was destroyed by fire a short time ago. The loss was \$1,500, with no insurance.

A tornado visited the town of Lost Springs, Kan., August 18, and destroyed a number of buildings, including a grain elevator.

A hot journal started a fire in E. A. Cowee's grain elevator at Worcester, Mass., August 19. The blaze was extinguished with but slight loss.

The ruins of the Dakota elevator at Buffalo, N. Y., which was burned two years ago, again took fire September 4 and burned for some hours.

Fire, which visited the town of Edina, Mo., recently, destroyed the grain and feed warehouse of William Fickel and the elevator and mill of T. P. Cook. The former's loss is between \$8,000 and \$10,000, with small insurance. In addition to his elevator and mill Mr. Cook lost about 10,000 bush-

els of wheat, a quantity of timothy seed, 200 barrels of flour and 200 cords of wood. He estimates his loss at \$20,000, with no insurance.

The McClure & Brotherton elevator at Guthrie, Ill., was burned August 24. The fire was discovered at 1 o'clock a. m., but it was then too late to save the house. A large amount of oats had just been placed in the building.

Hunter & McBride's elevator at Hamburg, Iowa, burned September 1. The loss is \$5,000, partially covered by insurance. The elevator was built about five years ago and will be rebuilt at once. The cause of the fire is unknown.

Three cars loaded with grain, standing on a siding at Miner Station, near Madison, Ill., were struck by lightning August 20, the roofs of the cars being torn off by the bolt and their contents scattered broadcast over the adjacent tracks.

The elevator of Logan Bros. & Haggin at Lexington, Ky., was slightly damaged by fire August 29. It is supposed that the fire was started by a spark from a passing locomotive. Prompt work on the part of the fire department saved the building.

A supposedly incendiary fire destroyed Fowlds' Elevator at Campbellford, Ont., August 18. The house contained 2,000 bushels of grain and was fully insured. A small frame building adjoining the elevator and used by Mr. Fowlds as a warehouse was also burned.

Etter Bros.' grain warehouse at Redding, Cal., was destroyed by fire August 20. The building contained 4,000 sacks of barley, 500 barrels of flour, three carloads of bran, 100 tons of hay and considerable other property. The loss was \$20,000, with insurance of \$5,000.

The wholesale feed and grain house of the West Virginia Feed & Flour Co., at Clarksburg, W. Va., was destroyed by fire September 6. The loss is \$25,000, with insurance of \$12,000. The business was a branch establishment of Armstrong, Crislip, Day & Co., wholesale grocers.

Albert Hussman, aged eighteen years, was smothered to death in his father's elevator at Tallula, Ill., recently. The young man was at work loading wheat into cars and in some unknown manner fell into the wheat bin, from which it was impossible to rescue him before death ensued.

The elevator and mill of the Crawford Mill and Elevator Company at Muenster, Texas, were burned August 24, with a loss of \$15,000. The fire originated in the mill from a hot journal. Three carloads of flour and 5,000 bushels of grain was consumed. The insurance aggregated \$7,000.

The elevator of Jaques & Johnson at Warsaw, near St. Paul, Neb., was burned at 1 o'clock a. m. August 19. The fire was the work of an incendiary and the loss is estimated at \$4,000. There was but little grain in the house. Three box cars standing on a siding near the elevator were destroyed.

The plant of the J. G. Herman Elevator and Warehouse Company at Ashmore, Ill., consisting of an elevator, two warehouses, a mill and a large barn, was destroyed by fire September 3. The fire started in the engine room of the mill and spread to the adjoining structures. The loss is \$50,000, partially covered by insurance.

The elevator at Toledo, Iowa, owned by the Chicago & North-Western Railway and operated by the Northern Grain Company, was burned August 19. The fire started in the engine room between 1 and 2 o'clock a. m., supposedly from spontaneous combustion of soft coal. There were between 500 and 600 bushels of grain in the house and the total loss is over \$5,000, fully covered by insurance.

The floating grain elevator Maltster, owned by T. T. Boswell, of Baltimore, sunk on the southeast side of Elevator No. 3, Lower Canton, August 10. The barge Highland, with 4,000 bushels of wheat on board, narrowly escaped sinking. The Maltster had been at work the day before the accident transferring grain from one steamer to another and about midnight was struck by a storm. The elevator sank at 3 o'clock in the morning.

Ernest Hardin, 12 years old, was nearly smothered to death in an oat bin in the Lansing & Harris elevator at Kansas City, August 13. The boy was playing in the bin when a spout was opened to load a wagon and he was drawn under 500 bushels of oats. A companion gave the alarm and men began digging to get Hardin out. Some one opened two other spouts and the grain ran out of these, bringing Hardin to the surface again in time to save his life.

Mr. Rivard of the Wheeler Grain and Coal Company at Pocahontas, Iowa, had a narrow escape from death recently. The company had installed a new hopper scale and the first time it was used the iron levers carrying the weight suddenly snapped, allowing the scale bin to drop several feet. Mr. Rivard was standing almost under the scales and had a bad scare. Fortunately the bin did not give way. If this had occurred Mr. Rivard would probably have been buried under the grain,

as the scales contained 28,000 pounds of shelled corn.

The elevator of Van Duzen & Co. at Springfield, Minn., was burned August 30. The building was struck by lightning the night before and ignited on the inside. The flames remained unseen until morning, when they suddenly burst forth, and in a short time the structure was entirely destroyed.

George C. Rice, a prominent merchant of Oakwoods, Ill., was smothered in the corn hopper at the B. B. Miner & Co. elevator in that town August 29. Mr. Rice visited the elevator on business and when last seen was standing in the elevator watching the shelling of corn. The hopper contained 1,200 bushels of corn, and when the operator attempted to dump the contents into a car he discovered that something was wrong. An examination disclosed the fact that Mr. Rice's body was wedged at the spout.

## LATE PATENTS

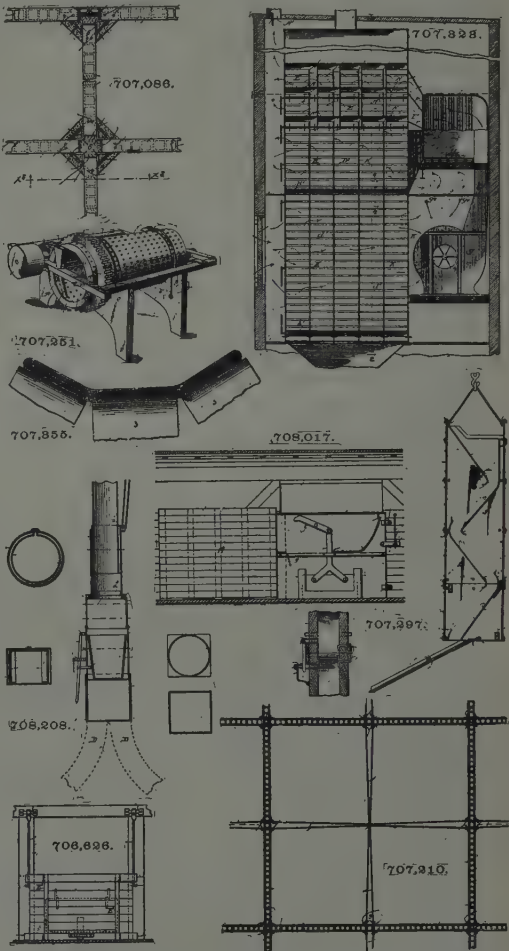
Issued on August 12, 1902.

Grain Door for Railroad Box Cars.—John W. Wood, Terre Haute, Ind. Filed June 27, 1901. No. 706,626. See cut.

Issued on August 19, 1902.

Grain Separator.—Christian Otto, Hastings, Pa. Filed Sept. 20, 1900. No. 707,251. See cut.

Chute for Loading Wheat or Flour on Ships.—Frank W. Brink, Tacoma, Wash. Filed March 4, 1902. No. 707,297. See cut.



Apparatus for Drying, Cooling or Otherwise Treating Grain, Etc.—Geo. H. Hess, Jr., Chicago, Ill. Filed Jan. 24, 1901. No. 707,323. See cut.

Fireproof Building.—Fred W. Cooley, Minneapolis, Minn., assignor of two-thirds to Geo. T. Honstain, same place. Filed Dec. 13, 1901. No. 707,210. See cut.

Conveying Belt.—John J. Ridgway, Rosebank, N. Y. Filed Dec. 7, 1901. No. 707,355. See cut.

Fireproof Building.—Fred W. Cooley, Minneapolis, Minn., assignor of two-thirds to Geo. T. Honstain, same place. Filed March 25, 1902. No. 707,086. See cut.

Issued on September 2, 1902.

Grain Door for Cars.—Thos. N. Bon Durant, Mound Ridge, Kan. Filed April 25, 1902. No. 708,017. See cut.

Grain Spout.—Wm. D. Dickson, Peoria, Ill. Filed Nov. 18, 1899. Renewed July 26, 1902. No. 708,208. See cut.



## TRANSPORTATION

November 1 has been fixed as the date for opening the new Des Moines and Burlington division of the C., B. & Q.

There has been a reduction of 30 per cent on grain rates over the Pere Marquette route on grain out of Michigan to Milwaukee.

The new 90,000-pound grain cars of the Northern Pacific are said to be too large for some of the elevator scales at the head of the lakes.

The Northern Pacific has enlarged and improved its terminal facilities at Minneapolis and St. Paul in order to handle this season's crop expeditiously.

The Northern Pacific is building grain cars to have a scheduled capacity of 90,000 pounds and which are expected to hold 100,000 pounds if required to do so.

The general reduction in grain rates from Minnesota, North Dakota and South Dakota to Minneapolis, St. Paul, Duluth, Milwaukee and Chicago went into effect August 28.

The Soo road has completed its line into Bismarck, N. D. The impression is that the Soo will absorb the Washburn line and continue it into northwestern North Dakota.

McCabe & Hamilton, stevedores at Tacoma, Wash., have advanced wages 10 per cent. The new scale is 55 cents per hour and 82½ cents overtime for loading wheat and grain.

The Northern Pacific is short of cars to handle the wheat crop of the Pacific coast and gondola coal cars are being pressed into service, tarpaulins being used to protect the grain.

More than 1,000 miles of new railroad are now building in Oklahoma. The Santa Fé, Rock Island, St. Louis & San Francisco and the Missouri, Kansas & Texas are all building new lines.

The work of grading the Northern Pacific branch south from McKenzie to Linton, N. D., fifty miles, is being pushed rapidly, as is the grade of the Milwaukee from Eureka in South Dakota, to Linton.

The aerial tramway on the Columbia river near Waterville, Wash., will be completed by October 15. The tramway will be for the purpose of hauling grain and merchandise to and from the Columbia river boats.

The railroad operators are feeling good over this year's prospects in the grain carrying trade. With this year's indicated increase of 1,000,000,000 bushels of corn over last year, all roads in the corn belt will greatly increase their tonnages.

Freights are comparatively high at north Pacific coast ports and such tonnage as is due at San Francisco under charter to load grain with options of Columbia river or Puget Sound loading will be ordered north on arrival off San Francisco.

John C. Coombs, of Boston, has completed arrangements to build and operate the proposed Omaha Northern Railroad. The survey has been completed and the right of way secured. The road will be 93 miles long, with terminals in Omaha and Sioux City.

The Terminal Dispatch Association, which since 1888 has confined its work to a radius of 15 miles from Minneapolis and St. Paul, has decided to extend the territory in which it operates to include the entire states of Minnesota, North Dakota and South Dakota.

Grain rates from Chicago to Lake Erie were well maintained the latter part of August, but a break was experienced early in the present month and rates are now 1½ cents for corn and 1¼ cents for wheat, with more vessels offering than cargoes can be found for.

Some time ago a consignment of wheat which was shipped from Duluth to Quebec for shipment to Liverpool, was brought back to Montreal and chartered from there to Liverpool. Montreal shippers seem to think this disproves the claim of Quebec as to being a better shipping point than Montreal.

The Pennsylvania Railroad advanced rates on grain for export from Erie, Pa., to Baltimore September 1 as follows: Wheat and flaxseed, 4 1-10 cents a bushel; corn and rye, 3.85 cents a bushel. The old rate, which had been in effect for a few months, was: Wheat, 3 5-10 cents a bushel; corn, rye and barley, 3¼ cents a bushel; oats, 3 cents a bushel. It is believed that the Pennsylvania was influenced more or less by the action taken by the Buffalo grain committee of the Trunk Line Association, the committee having decided to advance rates on ex-lake grain to the figures which were in

effect prior to the rupture with the Baltimore and Philadelphia roads. That rate was 4½ cents on wheat.

The Burlington railroad has restored the rate of 8½ cents on oats and wheat from points on the Hannibal & St. Joseph and from points on the Chicago, Burlington & Quincy and Kansas City to St. Louis. The rate on wheat, oats and corn from points on the Burlington and Missouri River will be made not to exceed two cents higher than the rates to Kansas City.

Traffic officials of the Minneapolis-Chicago lines have agreed to advance the rates of wheat products from Minneapolis and St. Paul to Chicago from 7½ cents a hundred pounds to 10 cents, effective after the usual ten days' notice. They also agreed to make a reduction in flour rates from Minneapolis to Chicago from 12 cents to 10 cents, and to St. Louis from 16 cents to 13 cents.

Chicago vessel men appear to be of opinion that considerable grain will find its way to the sea via the St. Lawrence river this fall, according to the Marine Review and Record. Montreal is said to furnish a total of forty-three steamers a month to European ports and the Canadian railways are endeavoring to bestow upon the shippers of grain the benefit of a low through rate.

The Santa Fé has removed all restrictions on grain shipments over the line to Kansas City. Heretofore the road has refused to allow grain to be stopped and cleaned or mixed at Kansas City without paying the local rate in. The rule was abated as a result of a conference between a committee of Kansas City grain men and the officials of the road, held in Chicago recently.

As a result of a meeting of Western traffic officials held at Chicago, August 25, it was decided to again advance rates on wheat and other grain from Missouri to Chicago and the East. This action restores the rates made August 15, but which were not put into effect by all the roads on time. The new rates are 12 cents on wheat and 11 cents on corn and other coarse grain and are effective September 15. On September 22 the rate on grain from the Missouri river to the gulf will be advanced to 15 cents.

Secretary Johnson of the Galveston (Tex.) Chamber of Commerce recently gave out the following statement: "To meet the competition via New Orleans, railroad lines leading from Indian and Oklahoma Territories into Galveston were asked to absorb out of the inland rates the Galveston elevator charge. Upon investigation the railroads found that the request was reasonable and proper and have amended their tariffs accordingly. This has the effect of making the railroad rate to Galveston on export grain from all points outside of the state of Texas include the elevator charge at this point for fifteen days. In this connection it may be well to state that the lines which carry grain via Galveston quite recently made a reduction of 3c per 100 pounds in the rate on wheat from Kansas points to Galveston and we understand it is having the effect of sending the business this way direct instead of allowing it to move through Kansas City as heretofore."



MUCH DEPENDS ON THE WEATHER.

O, weather man,  
With sprinkling can,  
And pockets full of thunder,  
It's up to you  
What shall we do?  
Please save us from a blunder.

If the can you tip  
And let it drip,  
The Bulls may make the money,  
But the Bears hold  
The bags of gold,  
If the weather's nice and sunny.

—Zahm's Circular.

## FOREIGN NEWS

The exports of malt from Great Britain amounted to 1,037,160 bushels in 1901.

Copra will, it is said, be tried on the oil meals of East Prussia this season as a substitute for flaxseed.

Russian crops for the current harvest are said to be excellent both as to quality and quantity, rye and flaxseed excepted.

The grain merchants of Assouan, Egypt, are buying up grain, a la Joseph, in anticipation of a scarcity, the slow rise of the Nile auguring a bad crop next season.

Spain's wheat crop is more than 5,000,000 bushels in excess of last year's and gives with its reserves a stock of 58,000,000 bushels above normal requirements for consumption.

Another case of fraud by wheat exporters is reported from South Russia, where, in a lot of 24,000 bushels attempted to be exported, it was shown that the interior shippers had mixed with the grain more dirt, stones and sand than there was wheat in the mixture. The exportation was stopped.

The new floating grain elevator for the London Grain Elevator Company at Royal Albert Docks was publicly started on July 29 with the steamer Jamaican lying alongside. The elevator has double legs, to unload from either or both sides simultaneously, worked by a 20-horsepower engine.

The railways of England seem to be seriously contemplating the handling of grain to the interior in bulk, two of the leading roads being about to try the experiment. One difficulty in the way of economy seems to be the matter of loading cars at the quays, or ship's side, there being so much lightering in unloading.

According to the Boersenhalle, the Hamburg customs authorities will hereafter require certificates of origin in the case of grain dispatched from New York, Philadelphia, Boston, Baltimore, Buffalo, Newport News, Cleveland, Chicago, Milwaukee, Duluth, Montreal, Quebec, Portland, Toronto, and Manitoba. Cargoes already afloat are exempt.

New Zealand is not likely to contribute much to that flood of grain which is expected to soon sweep the Americans out of the "home market" of the British Empire, at her present rate of progress. Her wheat crop of 18,073,416 bushels in 1899 has rapidly declined to but 4,046,589 bushels for 1902, while the oats crop is about stationary at 15½ to 16½ million bushels annually since 1898.

On account of the very severe drought in Australia, several orders have been placed in Argentina for shipments of corn to that country. The drought has also caused immense mortality amongst the flocks and herds, and the meat freezing companies find great difficulty in obtaining suitable animals. On this account the demand for Argentine mutton and beef is daily increasing in England and South Africa.

The official estimates by the Hungarian minister of agriculture on the world's grain crops came by cable on September 4. The wheat estimate indicates 188,000,000 bushels over last year and 248,000,000 bushels over the 1900 total. The figures might have had something to do with the mysterious weakness in the market toward the close and while all the home influences seemed bullish. Perhaps somebody had the figures early. They were as follows:

	1902.	1901.	1900.
Wheat, bu....	2,812,000,000	2,624,000,000	2,564,000,000
Corn, bu....	2,878,000,000	2,070,000,000	2,650,000,000
Barley, bu....	1,105,000,000	859,000,000	.....
Oats, bu....	2,909,000,000	2,663,000,000	2,860,000,000
Rye, bu....	1,529,000,000	1,356,000,000	1,464,000,000

The new grain fleet between Port Arthur and Ft. William and which is to connect with rail lines at all Georgian bay ports will be in commission by September 20. As previously announced, the fleet will consist of four vessels. Wm. Peterson & Co., Ltd., of Newcastle-on-Tyne, England, are owners of the boats and have established offices at Montreal.

The revenue official at Raleigh, N. C., says that there have been fewer seizures of illicit distilleries during the past three or four months than ever before. The reason assigned is that corn is so high that the moonshiners are not, as a rule, making any liquor. The new crop of corn will be, perhaps, the largest ever grown in this state, and the moonshiners will be able to resume. Corn in the mountain region is as high as \$1.20 a bushel, or thrice the usual price.



## BARLEY AND MALT

Early receipts of barley at Minneapolis showed a large proportion in damp condition.

Bernard Berg, of San Francisco, has been granted a patent on a pneumatic malting kiln.

Oscar Koehler, president of the Davenport Malting Company of Davenport, Iowa, died recently.

In Minnesota and the Dakotas the barley yield per acre this year is greater than that of all other grains.

It is claimed that in some sections of North Dakota 75 bushels of barley per acre have been raised this year.

The O'Neill Barley Company has its elevator A at Winona, Minn., in readiness for cleaning and storage of barley.

The Pacific Brewing and Malting Company of Tacoma, Wash., will build a two-story addition, 100 x100 feet, to cost \$30,000.

Kerr, Gifford & Co. of Dayton, Wash., recently purchased 160,000 sacks of barley at 77½ cents per hundreds at the warehouse, sacked.

In the Orntown section of Ontario, Canada, new barley has been sold at 65 cents, delivered at mill. The barley is of high quality and good enough for malting purposes, but as feed stuffs continue high the miller was glad to get it to grind.

It is estimated that 5,000,000 bushels of the 1901 barley crop were received at Minneapolis, and it is expected that receipts of the 1902 crop will be largely in excess of this amount. One estimate places the amount at over 6,500,000 bushels.

At the annual meeting of the Dakota Malt and Grain Company of Sioux Falls, S. D., held August 13, all the old officers were re-elected and it was decided to build a 10,000-bushel elevator for seed purposes. The new house is to cost \$5,000. The company reports a satisfactory business.

The Wisconsin Malt and Grain Company has succeeded to the business of M. B. M. Peacock at Beaver Dam, Wis., and will operate the elevators on the northern division of the C., M. & St. P. railroad. A. J. Proctor has been retained as general book-keeper, with headquarters at Beaver Dam, and F. Mead, an old employe of Mr. Peacock, has been engaged as grain buyer.

Dealers at Dayton, Wash., say that while the barley crop of Columbia county will be as large as last year, a portion of it will be slightly under weight. One buyer stated that some lots had come weighing as low as 24 pounds to the bushel. These, however, were exceptional, and the greater percentage of the crop will be up to standard weight, or at most only a pound or two light.

The fifth annual convention of the United States Maltsters' Association, held at Milwaukee, August 5 and 6, was largely attended and was an extremely entertaining one in every respect. Bruno E. Fink was elected president and J. H. Pank secretary. Joseph Kam and James Lytle, members of the executive board whose terms had expired, were re-elected. It was decided to hold the next convention at Put-in-Bay Island.

The annual review of the barley crop by the Western Brewer, which was compiled by Julian Kuné from reports of 253 correspondents in 118 counties of Iowa, Minnesota, Wisconsin and South Dakota, says in part: "We would estimate the total barley crop in the United States to be in the neighborhood of 120,000,000 bushels. The states of Iowa, Minnesota, Wisconsin and the Dakotas have, approximately, a crop of 70,000,000 bushels; the Pacific states, between 35,000,000 and 40,000,000, the balance of the grand total being divided between the several more or less producing eastern and western states. As to quality, the crop is one of the poorest on record. The incessant rains, both before and after harvest, not only stained the crop, but in many instances started the germ, which, of course, renders the berry unfit for malting. Nevertheless, inasmuch as the crop is probably the largest this country ever produced, there will be enough barley fit for malting purposes, though the bright barley will be restricted to California, Washington, South Dakota and a few exceptional points in Minnesota, and possibly one or two in Wisconsin and Iowa and some other minor barley raising states, where the rains did not harm the crop. The requirements for malting purposes are likely to be between 50,000,000 and 60,000,000 bushels. This quantity will be easily obtainable, leaving the balance of the crop to be fed either at home, or for export as feed barley. As to prices we can say this, that whenever the crop is so generally poor in quality and color as it is now, prices are apt to

rule low. Of course, bright barley will be sought after and will command a premium, but the bulk of the crop will sell for less than last year's. It is further very doubtful whether the price of oats will cut such a figure as it did last year. In the first place, the crop of oats is also a very large one, and in the second place, the color of this year's barley is not well calculated to mix with white oats, unless the oats are of the same dark color, which in some instances may be the case."

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
July, 1901 .....	75	\$	71
July, 1902 .....	81		51
Seven mo. end. July, 1901.....	5,359		2,425
Seven mo. end. July, 1902.....	5,280		3,105
Exports—			
July, 1901 .....	68,574		32,105
July, 1902 .....	146,072		72,796
Seven mo. end. July, 1901.....	1,784,619		817,593
Seven mo. end. July, 1902.....	1,910,275		980,216

BARLEY AND MALT.			
Imports—			
July, 1901 .....	200		162
July, 1902 .....	40		299
Seven mo. end. July, 1901.....	2,641		2,571
Seven mo. end. July, 1902.....	2,205		2,506
Exports—			
July, 1901 .....	34,033		22,631
July, 1902 .....	22,622		15,683
Seven mo. end. July, 1901.....	234,146		159,042
Seven mo. end. July, 1902.....	255,218		169,094

The Peoria police continue at intervals to overhaul the grain thieves prowling around the railroad yards.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### FOR SALE.

Two Smith Lift Dumps, almost new. Will sell for reasonable price.

MATTOON ELEVATOR CO., Mattoon, Ill.

### FOR SALE.

Second-hand gas and gasoline engines bought, sold or exchanged. Address

J. M. JOHNSTON, 216 Lake St., Chicago.

### OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers; used but little; as good as new; price reasonable. Address

W. D. JUDD, St. Louis, Mo.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### POWER.

For sale, Corliss Engines, good as new. Contracts for entire steam installations. Old plants taken in exchange or bought outright. THE BONUS STEAM AND STEEL ECONOMY CO., 167 Lake st., Chicago.

### ILLINOIS ELEVATOR.

For Sale—A good elevator located on Vandalia Line at Redmon, Ill. Doing a nice business. Good location. Reason for selling, to settle partnership. Fully equipped for business. For particulars write,

HENN & BARR, Redmon, Ill.

### RESULTS FOLLOW.

A liner advertisement in the "American Elevator and Grain Trade" will help you sell or rent your elevator, or sell your second-hand machinery. If you want to reach grain dealers, try an advertisement in this department. Results follow.

### FOR SALE.

Two latest model Eureka Oat Clippers of 1,500 bushels' capacity each per hour.

Also one Barnard & Leas latest model oat clipper; same capacity. Address

D. ROTHSCCHILD GRAIN CO., Davenport, Ia.

### ELEVATOR FOR SALE.

Elevator and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bushels; gasoline engine and dump. Good opening for right man. For particulars inquire of

N. H. HALDERMAN, Mt. Carroll, Ill.

### ELECTRIC MOTOR.

We offer for sale a 50 horsepower electric motor, good as new. Made by Commercial Electric Co., Indianapolis. Voltage 500; speed 750. Only used a part of 6 months. Price \$225 f. o. b. cars here. Cost \$700.

MALVERN MILLING CO., Malvern, Iowa.

### MICHIGAN ELEVATOR.

For sale, 5,000-bushel elevator in Central Michigan. Is one of the best grain, bean and hay sections of the state. Thoroughly equipped with grain and bean handling machinery; hay, coal sheds, etc. Enjoys nice retail trade in coal, wood, cement, lime and feed. Good reasons for wishing to sell. For price address

N. B. H., Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

## Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

### NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

### USE THE BEST.

Snewd advertisers who want results use the columns of the "American Elevator and Grain Trade." Its twenty years' acquaintance with the grain dealers of the country makes it a paying medium for its patrons.

### ELEVATORS WANTED.

We are in the market for a few good elevator locations in Illinois. Write us a full description of your plant, naming your lowest cash price. Should you know of any other locations in your territory being offered for sale, kindly advise us.

BURKS GRAIN & ELEVATOR CO., Receivers and Shippers, Decatur, Ill.

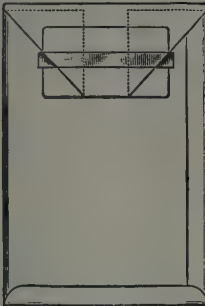
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**SHIPPERS OF WESTERN GRAIN,**  
 Especially High Grade White and Yellow Corn.  
 Elevators along the lines of the following railroads in Central Illinois: WABASH; CHICAGO & ALTON; I. C.; C. P. & ST. L. and PAWNEE.  
 Main Office, 6th Floor, Illinois National Bank Building,  
 SPRINGFIELD, ILLINOIS.  
 WRITE FOR PRICES DELIVERED. NO WHEAT FOR SALE.



**Burlap Bags!! Grain Bags!!**

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.



**SAMPLE ENVELOPES**  
FOR  
**Grain, Flour, Seeds,  
Metals, Ores, Etc.**  
Satchel Bottomed Bags, Export  
and Catalogue Envelopes.  
Made of the VERY BEST PAPERS  
Heavy enough to be safe; not so  
heavy as to increase postage.  
We believe they are  
**THE BEST ON EARTH.**  
SEND FOR SAMPLES AND PRICES  
**HOWE ENVELOPE CO., Ltd.**  
DETROIT, MICH.

**ROOFING AND SIDING.****The Garry Iron and Steel Roofing Co.**

168 MERWIN STREET, CLEVELAND, O.

MANUFACTURES

Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.SEND  
FOR CATALOGUE**SYKES STEEL ROOFING CO.**

611 So. Morgan Street, Chicago

Makers of FIRE-PROOF WINDOWS

We manufacture all gauges of corrugated  
iron, either painted or galvanized. We  
make Patent Cap Roofing, Roll Cap Roof-  
ing, "V" Crimped Roofing, Metal Ceilings,  
etc., etc. We make a specialty of**Corrugated Iron and  
Metal Roofing  
For Grain Elevators**And take contracts either for material alone or job com-  
pleted. Write us for prices. We can save you money.**COMMISSION CARDS.**[We will not knowingly publish the advertisement of a buck-  
etshop keeper or irresponsible dealer.]

DANIEL McCaffrey's Sons,

**Leading Hay Dealers**

PITTSBURG, PA.

Consignments Solicited.

Reference: Duquesne National Bank

Established 1867.

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& CO.**

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TOLEDO, OHIO.

**JOHN WADE & SONS,**

GRAIN DEALERS.

Members Merchants' Exchange.

Warehouse Capacity, 250 Cars

MEMPHIS, TENN.

**COMMISSION CARDS.****C. A. FOSTER,**

Carnegie, Pa.

Established 1878

**Wholesale Grain, Hay and Mill Feed**

CONSIGNMENTS SOLICITED.

Reference: Freehold Bank, Pittsburg, Pa.  
First Nat'l Bank, Carnegie, Pa.

Long Distance Phone: Carnegie, Pa., No. 6.

**SMITH-GAMBRILL CO.,**

Chamber of Commerce, Baltimore, Md.,

**GRAIN COMMISSION****RECEIVERS AND EXPORTERS.**

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

**F. H. PEAVEY & CO.,**

MINNEAPOLIS,

GRAIN RECEIVERS.

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

ESTABLISHED 1872

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PITTSBURG, PA.

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CONSIGNMENTS SOLICITED.

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ders for Bran and Feeds filled promptly.

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LEMAN BARTLETT

O. Z. BARTLETT

**L. Bartlett & Son,**GRAIN AND PRODUCE COMMISSION  
... MERCHANTS ...**BARLEY A SPECIALTY**Room 23 Chamber of Commerce Bldg.,  
MILWAUKEE, WIS.Careful attention given to orders from  
Brewers, Malsters and Millers.

ESTABLISHED 1876

**W. A. RUNDELL & CO.**

GRAIN and SEEDS.

We Buy Delivered Toledo or F. O. B. Your Station.

CONSIGNMENTS and FUTURES GIVEN SPECIAL  
ATTENTION.Ask for our "Daily Market Letter and Track Bids."  
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO

**DANIEL P. BYRNE & CO.,**

Successors to

**REDMOND CLEARY COM. CO.**

Established 1844.

Incorporated 1887.

**Grain, Hay and Seeds.**

Chamber of Commerce, ST. LOUIS, MO.

**COMMISSION CARDS.****W. W. ALDER**Consign Your Grain and Feed  
to a Strictly**COMMISSION MERCHANT**OUR SPECIALTIES:—Quick Returns and Careful  
Guarding of our Shippers' Interests.

Correspondence Invited.

Write for Buffalo Market Letter

81 BOARD TRADE, BUFFALO, N. Y.

**HENRY D. WATERS**GRAIN COMMISSION  
MERCHANTCONSIGNMENTS  
SOLICITED54 BOARD OF TRADE  
BUFFALO, N. Y.**Husted Milling & Elevator Co.,****BUYERS OF****CORN AND OATS**

Write Grain Department for Daily Bids.

31-32 BOARD OF TRADE, BUFFALO, N. Y.

**BROOKLYN HAY & GRAIN CO.**

HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

**Thos. H. Botts & Co.**FLOUR, GRAIN AND GENERAL  
Commission Merchants

214 Spears Wharf

213 Patterson Street

BALTIMORE, MD.

REFERENCES—First National Bank, C. Morton Stewart & Co.,  
I. M. Parr & Son, BALTIMORE; Dunlop Mills, Warner, Moore  
& Co., RICHMOND, VA.**L. F. MILLER & SONS,**

RECEIVERS AND SHIPPERS OF

**Grain, Feed, Seeds, Hay, Etc.**

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention  
given to the handling of CORN AND OATS.REFERENCES..... } Manufacturers' National Bank, Philadelphia, Pa.  
} Union National Bank, Westminster, Md.**GEO. N. REINHARDT & CO.**

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

**HAY, GRAIN AND FEED.**Storage capacity 8,000 bales, 30,000 bushels.  
Let us know what you have to offer.



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**C. A. KING & CO.**

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS  
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SPECIAL MARKET AND CROP REPORTS FREE.

BE FRIENDLY.

WRITE OCCASIONALLY.

**BURKS GRAIN & ELEVATOR CO.**  
DECATUR, ILL. DETROIT, MICH.Choice Illinois and Michigan White Oats  
a Specialty.

Write or Wire us for Quotations and Samples.



OUR BIDS ARE GOOD ONES.

**REYNOLDS BROS.**

TOLEDO, O.

**Buy and Sell Grain.****SELL US YOURS.**If you don't get our bids, ask for  
them. Consignments always  
welcome. Consign us yours.

J. F. ZAHM.

F. W. JAEGER.

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ESTABLISHED 1879.

**J. F. ZAHM & CO.,**

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SEND FOR OUR RED LETTER.

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Consignments Solicited.

Correspondence Invited.

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Seeds, Merchants, Specialty.

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CAPITAL \$200,000.00

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HANDLERS**

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Careful Attention, Consignments and Future Orders. Track  
Bids if Desired.

GEO. B. DEWEY, Representative.

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**MONTAGUE & COMPANY,**

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**Grain, Flour, Millstuffs and  
Seeds.**Orders solicited in grain for future delivery. Write  
for our daily market letter.**6 and 8 Sherman Street, - CHICAGO.**

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Members Chicago, Minneapolis, St. Louis,  
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in the above markets. We solicit your consignments.

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(Albert L. West)

**Commission Merchants**

Grain, Seeds, Provisions.

604 Royal Insurance Bldg.

CHICAGO

Phone Harrison 685

**ARMOUR GRAIN CO.,**

205 LA SALLE STREET,

CHICAGO,

GRAIN BUYERS AND DEALERS

**GEAHART, WHITE & CO.,**

Commission Merchants

STOCKS, GRAIN AND PROVISIONS,

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MEMBERS CHICAGO BOARD OF TRADE.

CORRESPONDENCE SOLICITED.

Minneapolis.

St. Louis.

Milwaukee.

**L. H. Manson & Co.,**

...GRAIN AND PROVISIONS...

54-55-56 BOARD OF TRADE,

...CHICAGO.

Consignments and future orders intrusted to us will receive  
the best attention.

H. M. PAYNTER, in charge of Cash Grain Department.

**HUTCHINSON & SHAW,**

Commission Merchants,

83 Board of Trade,

W. I. HUTCHINSON,  
H. B. SHAW.

X CHICAGO.

WRITE, WIRE OR PHONE

**THE PADDOCK-HODGE CO.**

Operating Wabash Elev. 4,

**GRAIN**

Michigan Central A.

Total Capacity, 200 cars daily. Storage Capacity, 1,500,000 bushels. Clipping Oats 50,000  
bushels daily. No Switching Charges from any road. Our bids will reach you daily, no  
matter where you're located. Advise if not receiving them. **TOLEDO, OHIO.**

TRADE MARK.

**BUY DECEMBER WHEAT FOR 80c.**With cash Wheat a premium over September, and September a premium  
over December, bears instead of bulls are paying carrying charges. Exports  
from this country are averaging 5,000,000 bu. weekly, or fully equal to last  
year, largest on record. Stocks of Wheat everywhere are at a minimum, and  
not increasing. Threshing returns of Spring Wheat a big disappointment,  
and receipts at primary markets about half as large as one year ago. Crop  
this year under 600,000,000 bu.; last year 750,000,000 bu. Such a combina-  
tion warrants a price for December Wheat above 80c. I believe it will sell  
there. Purchases made now, and margined 5c per bu., should result in big  
profits. Write for my market letters.

Your orders in futures and consignments of cash grain solicited.

**Geo. H. Phillips,** 231-235 RIALTO BLDG.  
CHICAGO.My daily and weekly market letters are published in full in the Chicago Evening Post, also the Chicago Evening  
Journal. Will send either paper, free of charge, to anyone interested in the market.



**COMMISSION CARDS.****CHARLES D. SNOW & CO.,**

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on application.

WILLIAM J. POPE, Pres't. W. N. ECKHARDT, Sec'y.

**POPE & ECKHARDT CO.**  
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**WEARE COMMISSION CO.****GRAIN, PROVISIONS,  
STOCKS AND BONDS.**Private Wires to All Principal Exchanges of the United States.  
WE SOLICIT CONSIGNMENTS.**OLD COLONY BUILDING : : CHICAGO****E. W. BAILEY & CO.,**  
**Commission Merchants,**GRAIN, SEEDS AND  
PROVISIONS. . . . .

72 Board of Trade, CHICAGO.

**MILMINE, BODMAN & CO.,**  
**Commission Merchants.****STOCKS, GRAIN,  
BONDS, PROVISIONS,**  
Receivers and Shippers.5 and 7 Board of Trade, 401 Produce Exchange,  
CHICAGO. NEW YORK.**SAM  
FINNEY**

WITH

**CHURCHILL & CO.,**

COMMISSION MERCHANTS

715 Board of Trade,  
CHICAGO,  
ILL.My personal  
attention given  
consignments.Your orders  
for cash and  
futures solicited.

J. H. WARE. E. F. LELAND.

Consign your grain and seeds and send your  
Board of Trade Orders to**WARE & LELAND,**

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**GRAIN, PROVISIONS,  
STOCKS AND COTTON.**

Write for our Daily Market Letter.

**Your interests are our interests.**Special attention given to cash  
grain shipments.**COMMISSION CARDS.**

ESTABLISHED 1865.

**L. EVERINGHAM & Co.,**

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Orders and Consignments Solicited.

**GRAIN AND SEEDS OF ALL KINDS**

For Cash and Future Delivery.

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**A. C. CURRY & CO.****Commission Merchants**

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W. R. Mumford, Pres. Clarence H. Thayer, Sec'y and Gen. Mgr.

**W. R. MUMFORD CO.,****STOCKS AND BONDS,  
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FUTURE DELIVERY SOLICITED:

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MINNEAPOLIS, 23 Chamber of Commerce. ST. LOUIS, 60 Laclede Bldg.  
MILWAUKEE, 113 Michigan Street. KANSAS CITY, 605-606 Board of Trade.  
CEDAR RAPIDS, IA., 225 1st Ave. DULUTH, 518 Board of Trade.

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MEMBER CHICAGO BOARD OF TRADE

PERSONAL ATTENTION GIVEN

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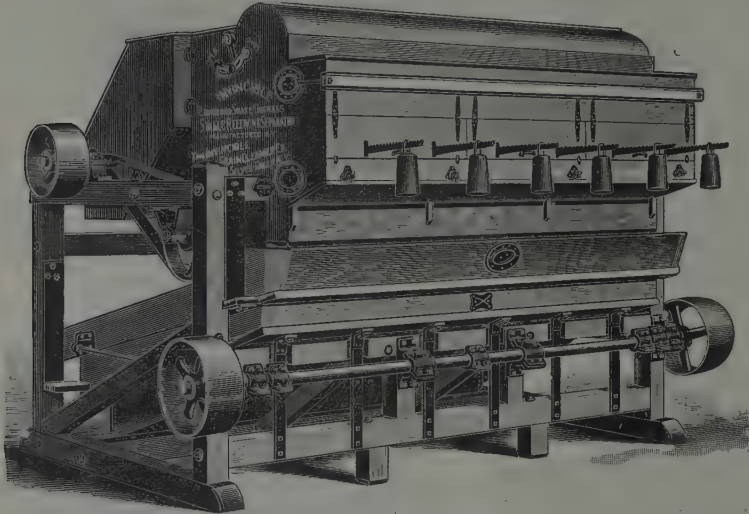
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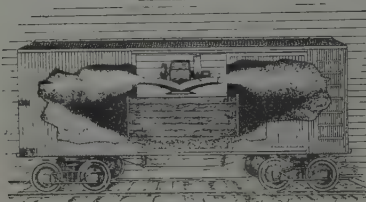
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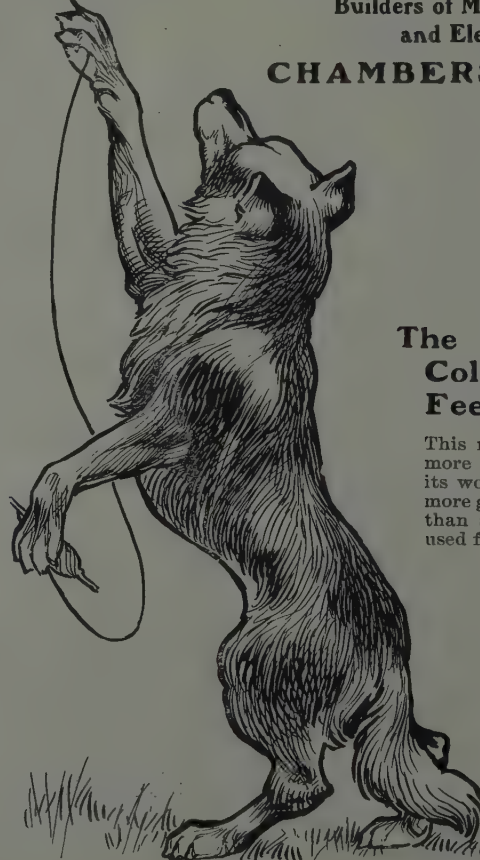
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This machine will grind  
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USE THE MONARCH ATTRITION MILL.

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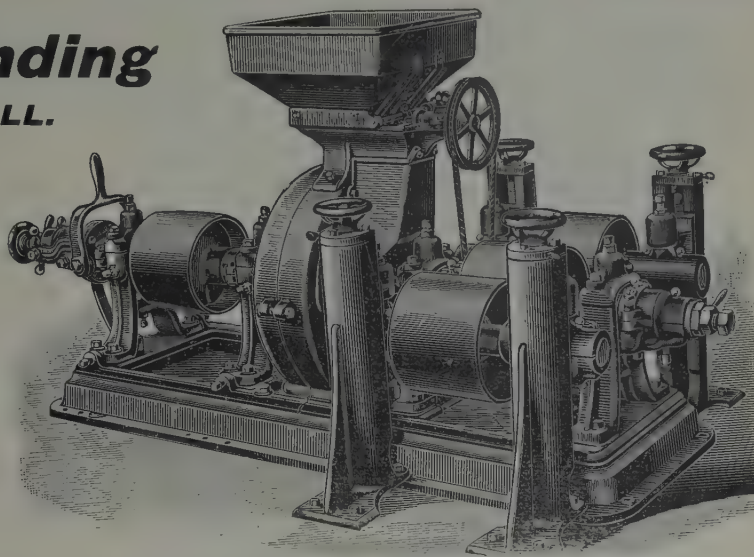
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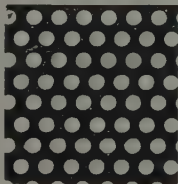
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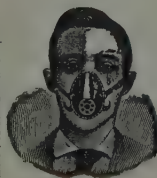
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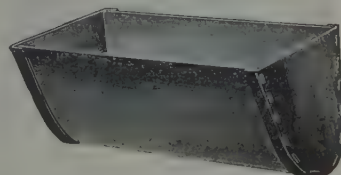
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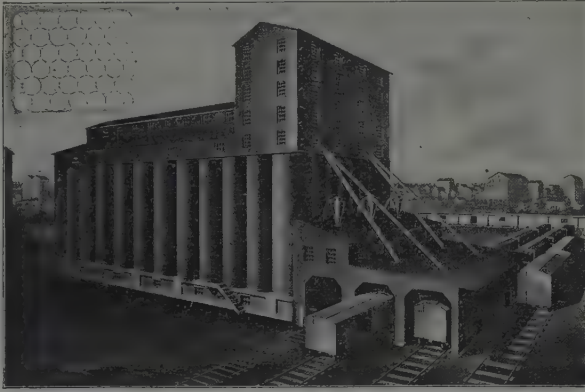


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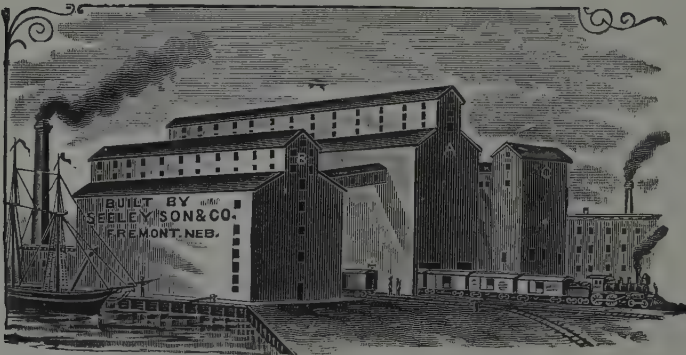
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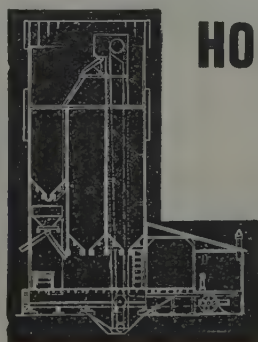
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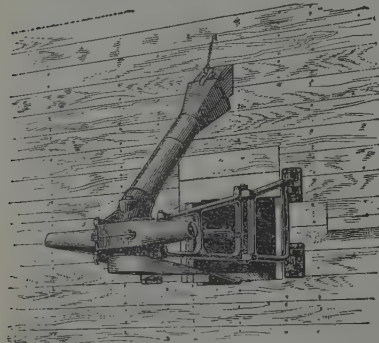
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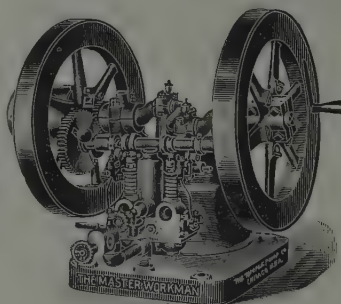
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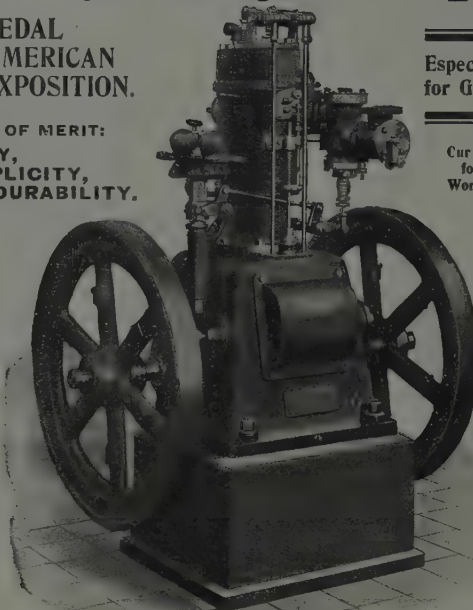
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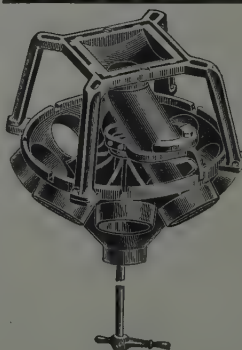
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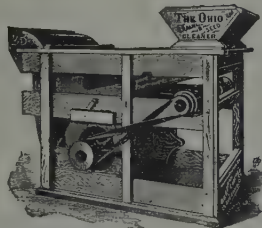
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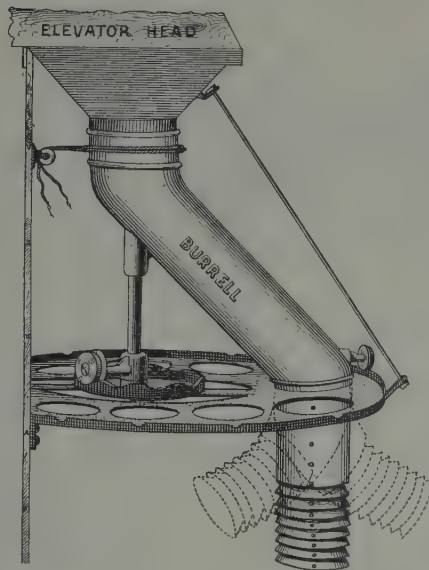
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THESE two great papers every month for one year can be had for almost the price of one, by sending the \$2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world. They record the latest legal decisions and developments affecting you business.



Established in 1873

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It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

It is the most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.



Established in 1882

Published on the 15th of every month, at \$1 per year. Fifty-two pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

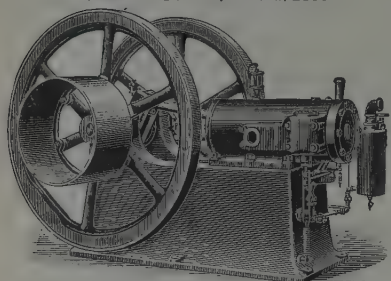
It will keep you elbow to elbow with your fellow dealers in all association and convention work for betterment of the trade.

MITCHELL BROS. CO., Publishers, 315 Dearborn Street, CHICAGO, ILL.



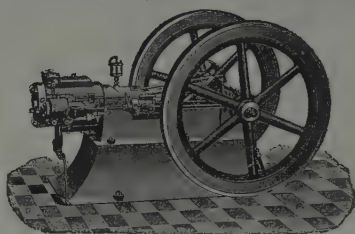
## LEWIS GAS ENGINE.

Gold Medal, World's Fair, 1893.  
Two Gold Medals, Omaha, 1899.



**EASY TO START. ALWAYS RELIABLE.**  
Thousands of Testimonials.  
Adapted to all purposes where power is required.  
**J. THOMPSON & SONS MFG. CO.**  
Sole Makers, BELOIT, WIS.

## HAVANA GASOLINE ENGINES



**ARE BUILT RIGHT, WORK RIGHT AND ARE SOLD RIGHT.**  
Catalogue from  
**The Ashurst Press Drill Co.**  
Box B. HAVANA, ILL.

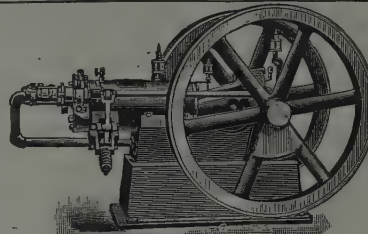
**HOWE**



**HOWE**

**BORDEN & SELLECK COMPANY**  
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**WHY** not be sure on weights. Howe scales are absolutely true scales. There is a certain satisfaction in having the best



**HOWE** Gasoline Engines. Something always on the move. Our last year's business was satisfactory. Was yours?

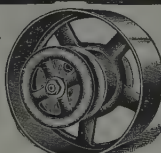
## THE "B. & C." (PATENTED) FRICTION CLUTCH PULLEY

SPECIALLY DESIGNED FOR GAS, GASOLINE AND OIL ENGINES.

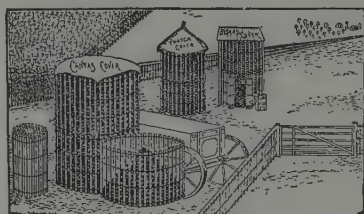
Bolts directly on engine flywheel. A powerful grip, combined with a positive release. A simple mechanism enclosed in a dustproof case. The greatest ease of operation and adjustment.

Write for Catalogue and Prices.

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## PORTABLE CORN CRIBS.



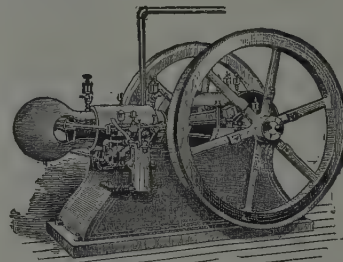
The demand for **Corn Cribs** will be enormous this season. Farmers are preparing to build new ones now. **You** should stop them immediately by offering our **Telescope Cribs** that are better, and at a fraction of what theirs will cost. Capacity: 125, 200, 300, 500, 800, 1,200 Bushels. Order printed matter and dozen cribs now. Price will be right.

**THE ELLIOTT & REID CO., Box 2070, Richmond, Indiana, U. S. A.**

## Lightning Balanced Gasoline Engines.

STATIONARY OR PORTABLE.

Greatest Amount of Power with Least Fuel.



**NO Cylinder Head.**

**NO Foundation Required.**

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428 Mill Street, Kansas City, Mo.

# 2½ H. P. WEBER, JR. GASOLINE ENGINE

Simple, Economical and Durable in Operation and

**LOW IN PRICE**

If You Are Thinking of Putting in Power, Write Us.

**WE CAN SAVE YOU MONEY**

**Seven Years — Would Not Change Power.**

OFFICE OF AMMON & BROWN.

HIAWATHA, KAN., April 6, 1900.

Weber Gas and Gasoline Engine Co., Kansas City, Mo.

Gentlemen:—Your letter at hand and in reply will say we have had YOUR NO. 4 ENGINE NOW NINE YEARS. and it has done everything necessary for our Elevator. It cannot be beat for convenience, cheapness of fuel, and simplicity in every line of work. We would not change for any other kind under any consideration.

Yours, AMMON & BROWN.

This is only one of many hundred just such letters received by us.

This engine shipped to user complete, mounted and crated, with all fixtures, as shown in cut. All adjustments are made, all pipes and fittings attached. Services of machinist not required to set up engine. Only necessary to bolt down and set to work.

Other Sizes up to and including 100 H. P.

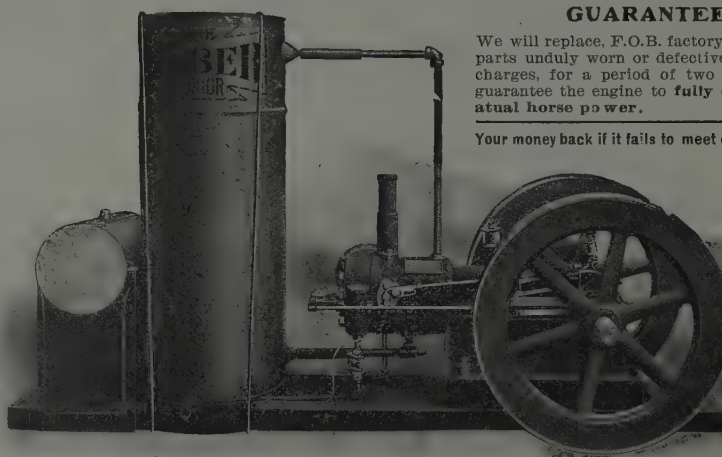
We'ght, 650 pounds— Floor Space, 24x50 inches. Speed, 375 Rev. per minute. Pulley, 8x5 inches.

# WEBER GAS AND GASOLINE ENGINE CO.

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Write for Catalogue.



**GUARANTEE.**

We will replace, F.O.B. factory, any part or parts unduly worn or defective, free of all charges, for a period of two years. We guarantee the engine to **fully develop 2½ actual horse power.**

Your money back if it fails to meet our guarantee





## Going to Mill

in the early part of the past century was oftentimes a dangerous task. Those were the strenuous days, days interwoven with the fiber of character. They were the natal days of Chicago's great pre-eminence in the grain industry.

### Shippers of Grain

Now find here every inducement,  
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**Not Only "As Good As,"  
But to EXCEL.**

Our new time-saving equipment has not been surpassed and the promptness of our returns is therefore all that you could ask.

**OUR PRICES ARE THE  
HIGHEST MARKET ALWAYS**

If we make any mistakes they are promptly righted.

**J. ROSENBAUM GRAIN CO.**  
CHICAGO.



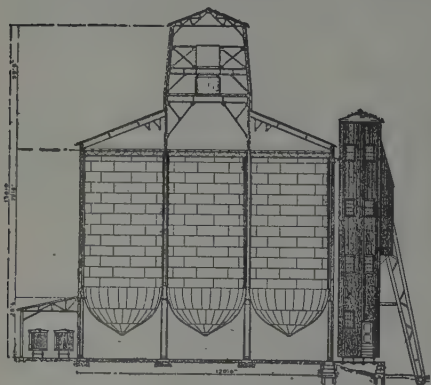
# Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
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Steel Stacks and  
Steel Construction of  
Every Description,

Designed,  
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All Parts of the World.

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ENGINEERS, FOUNDERS, MACHINISTS,

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Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,  
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MANUFACTURE A COMPLETE LINE OF

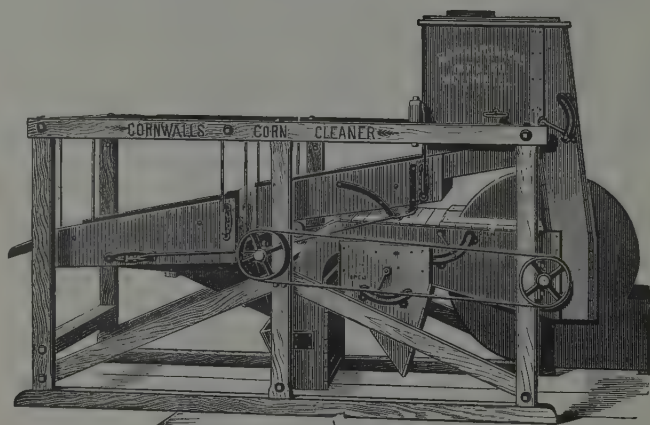
## GRAIN ELEVATOR MACHINERY

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

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Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
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Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.



## The Cornwall Corn Cleaner

THE oldest and best shaker cleaner on the market.

It is dustless, light running and durable. Use it and your corn will never grade dirty. It is pro-

vided with our patent finger sieves, which are the only form of sieves that will not clog, and which will remove the small cob ends and pieces of cobs so common in corn cleaned by other machines.

We also make the "Victor Sheller," Barnard's Two and Three-Pair High Feed Mills, Barnard's Perfected Separators and a complete line of Scourers, Oat Clippers, etc.

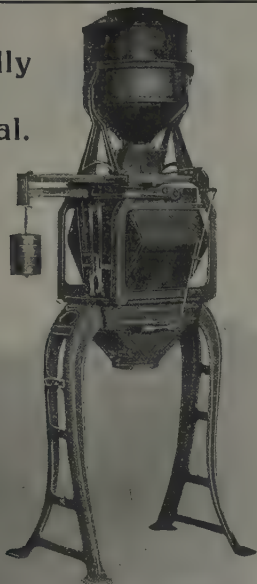
We make or supply everything needed in the elevator line.

**Barnard & Leas Mfg. Co.**  
BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY  
MOLINE, ILL.



# Do You Have Orders For the Even Weight Bag?

Wholly  
of  
Metal.



Self-Contained.

If so, we beg to call  
your attention to our

## Automatic Grain Scale

the most perfect,  
simple and reliable  
automatic weighing  
machine on the  
market. Free from  
complications and  
absolutely accurate.  
Installed under a  
strong guarantee.  
In use in many of  
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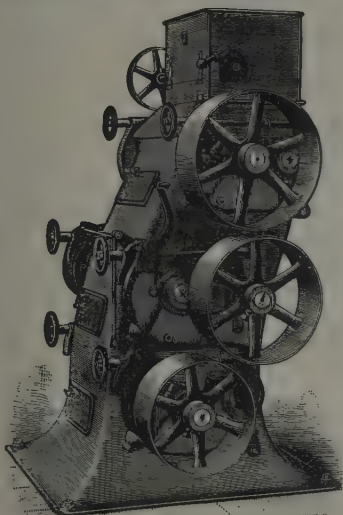


## Our List of Customers

Is becoming  
larger every month. The grain elevator  
people are beginning to realize the fact that  
we are making a High Grade line and sell-  
ing at reasonable prices. We make a spec-  
ialty of Complete Grain Elevator Outfits.

STEPHENS-ADAMSON MFG. CO.,  
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STEPHENS & TYLER, Chicago Agents,  
Monadnock Building, Tel. Harrison 2766.



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

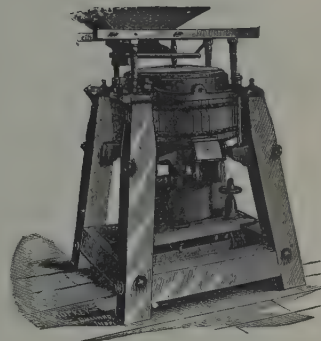
**...FEED AND MEAL...**  
— IT PAYS —

WE MANUFACTURE  
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.  
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

## DUST COLLECTORS (Tubular, Automatic).

### CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO., INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



# JUST EXACTLY

WHAT YOU SHOULD HAVE TO OPERATE IN CONNECTION WITH YOUR ELEVATOR.

## Columbus Combination Flour Mill

A FLOUR MILL COMPLETE IN ONE FRAME.



CAN be set up in an unused corner of your elevator, as it only requires a space 9x9x15 feet.

~ ~ ~

A complete 30-bbl. mill at an exceedingly low cost.

~ ~ ~

All working parts in plain view from one floor.

~ ~ ~

Easily adapted to milling buckwheat.

OF SPECIAL CONSTRUCTION THROUGHOUT. THOROUGHLY TESTED AND WE GUARANTEE IT.

FURTHER INFORMATION FOR THE ASKING.

### The Case Manufacturing Company, COLUMBUS, OHIO.

Flour Mill Builders and Furnishers.

Elevator Supplies.



# **Purify Grain Before Shipment.**

## **WILL IT PAY?**

We can purify oats, corn, barley, wheat, etc., and remove all must, smut, unnatural odors and insect life.

We can remove all must, smut, and bad odors from oats, and all weather stains, restoring the grain to natural color and sweetness.

We can greatly improve the condition and grade of the worst quality of oats, even when containing rotten grains or bin burned.

We can take No. 4 and off-grade oats and restore to condition as bright and sweet as Standard or No. 3 oats, and we can take No. 3 oats and make as bright and sweet as No. 2.

We can remove all sour smell from damaged corn, and greatly improve its condition at any stage of deterioration.

We can purify all grains with very little or absolutely no heat, so that grain is ready for shipment as soon as purified, thus requiring no additional machinery or extensive manipulation to cool the grain before shipment. **This result of purifying without superheating the grain has never been accomplished and it is not possible under any other of the many patents on grain purifiers now on the market.**

By our process, after removing all unnatural odors and smells, we leave unimpaired the natural aroma of the grain—a result never before accomplished.

We can dry moist grain and cool warm grain by throwing as much pure air in contact with it during one elevation as could be brought in contact with it by elevating twenty times to cupola and dropping to basement.

We can accomplish all the foregoing points and results at an **EXPENSE LESS THAN ONE DOLLAR PER THOUSAND BUSHELS OF GRAIN**, by the use of the

## **Caldwell-Barr Grain Purifier**

**AND THE**

## **Caldwell-Barr Process for Purifying Grain**

which Purifier and Process are both fully covered by our several U. S. Letters Patent applications.

Our Process comprehends an entirely new principle in purifying grain, and is a revelation to old and experienced grain men, and if you are a practical grain man and want something incomparably better than anything heretofore on the market you should investigate our Purifier and Process before purchasing anything else.

### **WE INVITE INSPECTION AND COMPARISON**

We can save you the cost of Purifier and Process in a short time on handling grain. We can sell you the right to use this Process, and furnish you at a small cost the necessary mechanical parts of the Purifier, and your own engineer can readily construct it, or we can furnish you a mechanic to put it up.

If you are interested in these matters, write us, and we will furnish you free samples of grain before and after purification; or, if you wish to see the work being done, you can do so by visiting our elevator at Earl Park, Indiana, 96 miles from Chicago, on the C., C., C. & St. L. (Big Four) Railroad. Address

**CALDWELL & BARR, EARL PARK, INDIANA.**

At the present time the country elevators and farmers are selling every week millions of bushels of off-grade and No. 4 oats to the transfer elevators and large elevators at terminal points, where the condition of these oats is improved and their grade raised by purification, and their value thus greatly increased before domestic consumption or export. There is no reason why the country elevators should not purify their grain before shipment, and thus profit by the consequent improved condition and increased value.



# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

### GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

Eastern Sales and Engineering Office, R. 410, 95 Liberty St., New York, N. Y.

Southeastern Sales and Engineering Office, R. 411 Prudential Bldg., Atlanta, Ga.

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## CALDWELL HELICOID CONVEYOR.

Specialties for  
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.



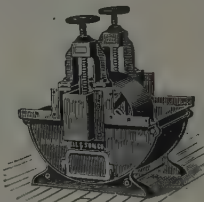
CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

LINK BELTING.  
SPROCKET WHEELS.  
COTTON BELTING.  
RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
ELEVATOR BUCKETS.  
CONCRETE MIXERS.

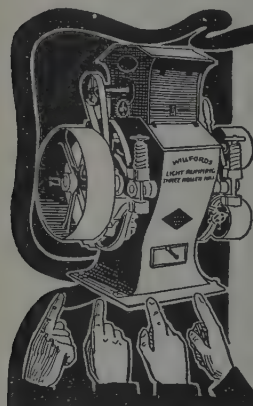
FRICTION CLUTCHES.  
JAW CLUTCHES.  
COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
HANGERS.  
PERFORATED METALS.

PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

Elevator  
Boot.



OUR NEW CATALOGUE No. 26 (440 PAGES, CLOTH BOUND) WILL BE SENT UPON APPLICATION.



## 4 GOOD POINTERS

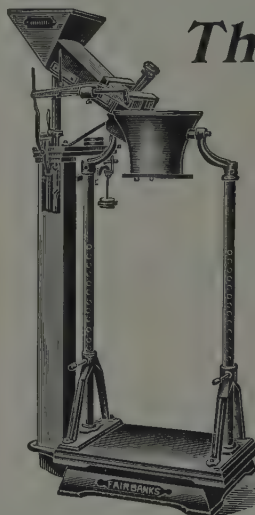
ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

**WILLFORD MANUFACTURING CO.,**  
303 3d St. South, - MINNEAPOLIS, MINN.



## The Bosworth... Automatic Weighing Scale

FOR WEIGHING AND BAGGING  
ALL KINDS OF GRAIN.

Rapid work. Saves time.  
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

**Munson Bros. Co.,**

UTICA, N. Y.

## CYCLONE DUST COLLECTOR



**THE KNICKERBOCKER CO.**  
JACKSON, MICH.

## MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY

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Insures Mills, Elevators, Warehouses  
and Contents.

Oldest Flour Mill Mutual in America

SAVED TO MEMBERS  
NEARLY \$1,000,000.00

**J. G. SHARP, Sec'y,**

DES MOINES, IA.

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GIBBS' PATENT DUST  
PROTECTOR is invaluable  
to operatives in every  
industry where dust is trou-  
blesome. It has been  
thoroughly tested for many  
years in every kind of dust  
and is the only reliable pro-  
tector known. Perfect venti-  
lation. Nickel-plated pro-  
tector, \$1, postpaid. Circu-  
lars free. Agents wanted.  
GIBBS RESPIRATOR CO.,  
34 La Salle St., CHICAGO

## INSURANCE

ON GRAIN ELEVATORS  
AND CONTENTS

Is furnished at cost by the

MILLERS' NATIONAL INSURANCE Co.,  
of Chicago.

It is a Mutual Company which insures  
more mills and grain elevators than any  
other company in the United States.

It has been in business 26 years and its  
average annual cost for insurance to mu-  
tual policy-holders has been about one-half  
of the board rates of stock companies.

It had admitted assets, January 1, 1907,  
of \$2,828 533 69, and a net cash surplus  
over all liabilities of \$472,753.43.

The same conservative management  
which has directed the Company's affairs  
all through its prosperous existence will  
be continued.

Before placing your insurance, write to  
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statement, which fully explains the Com-  
pany's method of insuring your class of  
property on the mutual plan. If your risk  
is up to the required standard you cannot  
afford to insure in any other company.

**W. L. BARNUM, SECY.**





# "EUREKA" DUSTLESS CORN CLEANER

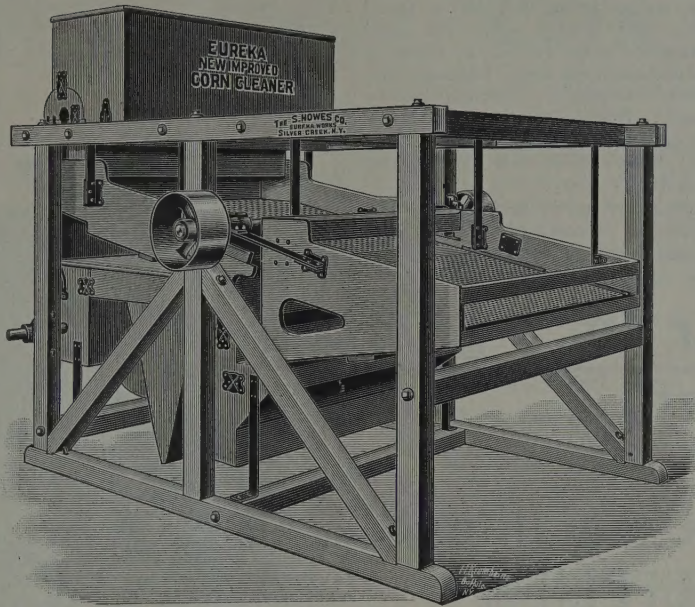


*"Eureka" Corn Sheller*

*"Eureka" Corn Scourer*

*Thoroughly Cleans the  
Corn; Does Not  
Break It*

*For Separating Corn  
Cob From Silk*



*"Eureka" Dryers for  
Wheat, Oats, Corn,  
Barley and Rye*

*Cleaners, Scourers and  
Separators*

## THE S. HOWES COMPANY,

*"EUREKA" WORKS, SILVER CREEK, N. Y.*

ESTABLISHED 1856.

Duplicate parts of all "Eureka" Machines built from the time of Howes, Babcock & Co. in 1856, until the present.

BRANCH OFFICES:

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11 Broadway, New York City, J. B. Parnall.  
5 Chamber of Commerce, Minneapolis, Minn., W. E. Sherer.

REPRESENTATIVES:

J. N. HEATER, Savoy Hotel, Kansas City, Mo.  
H. E. FURNAS, Halliday Inn, Battle Creek, Mich.



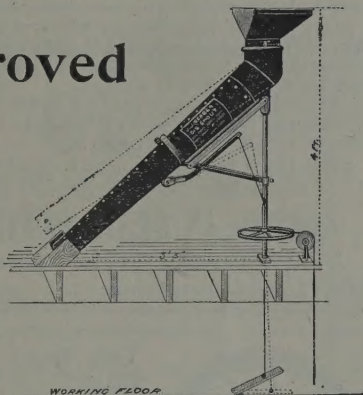
HAVE YOU THE

## Gerber Improved Distributing Spouts

IN YOUR ELEVATOR?

If not, try one and be convinced that  
it is the best Spout you can have in  
your elevator. Patented May 15, 1901;  
Feb. 18, 1902.

BEWARE OF INFRINGEMENT  
ELEVATOR SPOUTING A SPECIALTY



**JAMES J. GERBER,**  
MINNEAPOLIS, ; ; MINNESOTA

CLAUDE D. STEPHENS

THEODORE R. TYLER

## STEPHENS & TYLER,

Manufacturers, Jobbers and Designers of

**....MACHINERY....**

**ENGINEERS AND CONTRACTORS**

For All Kinds of Heavy Work, including

GRAIN ELEVATORS, FLOUR MILLS, MALT HOUSES,  
STARCH FACTORIES, OIL MILLS.

POWER PLANTS, POWER TRANSMISSIONS, ELEVATING AND CONVEYING MACHINERY.

Chicago Agents of STEPHENS-ADAMSON MFG. CO., Aurora, Ill.

709-710 Monadnock Block, Chicago.

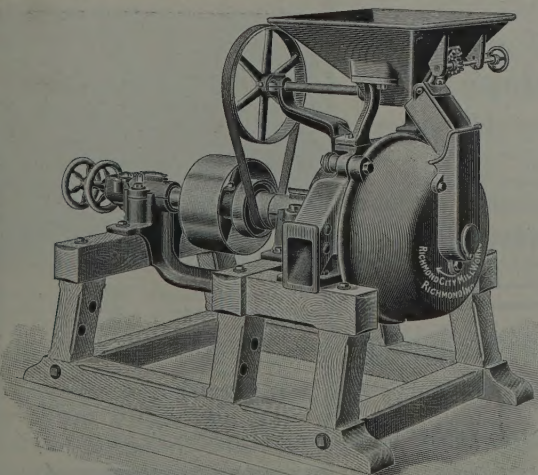
## THE PLANTERS' PRIDE MILL

FOR FEED AND TABLE MEAL

*Takes little power and will do satisfactory work.*

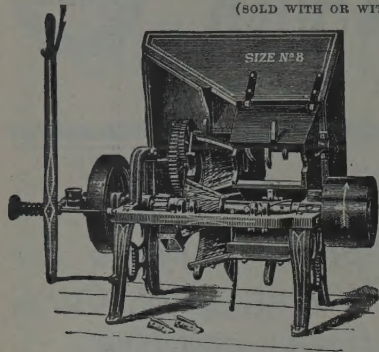
WE BUILD ALL SIZES OF BURR MILLS, ROLLER MILLS,  
DUST COLLECTORS, ETC.

**RICHMOND CITY MILL WORKS**  
RICHMOND, INDIANA.





# The Best All-Around Feed Mill Corn Shellers



(SOLD WITH OR WITHOUT SACKING ATTACHMENT.)

For **crushing ear corn**, with or without shuck, and **grinding** all kinds of **small grain**. The conical burrs are **light running** and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. **Will grind Kaffir corn** in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

**High-priced grain incites feeders to economize. Ground feed is the economical feed.**

Our catalogue sent for the asking.

**The N. P. Bowsher Co.,** South Bend, Ind.

## WANTED:

You to know that our firm name stands for **STANDARD GOODS at RIGHT PRICES.**

## GRAIN ELEVATOR MACHINERY AND MILL SUPPLIES.

**Power Transmission, Gas Engines. Steam Engines and Boilers. Estimates Furnished.**

**H. L. THORNBURGH & CO.,**

245-247 SO. JEFFERSON STREET, CHICAGO.

## "THE IDEAL ELEVATOR BELT."



For Elevating, Conveying and Power-Transmitting

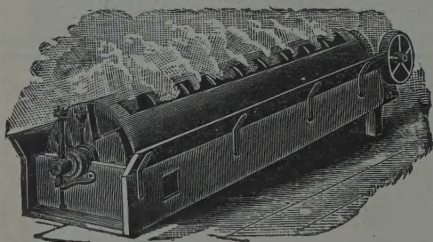
## LEVIATHAN BELTING

Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

**MAIN BELTING COMPANY,** 1219-1241 Carpenter St., Philadelphia. 55-57 Market St., Chicago. 120 Pearl St., Boston.

SEND FOR PRICE LISTS AND SAMPLE.

## WHY NOT USE THE ORIGINAL



## CUTLER STEAM DRYER,

Which is also a successful

**Wheat Heater or Temperer or Dryer for Washed Wheat or Bran.**

It leaves the **Wheat in Perfect Condition** for the **Rolls**. Will also dry **Malster's, Brewer's and Distiller's Wet Grain**.

**Not an Experiment. In successful use 25 years drying**

**CORN MEAL AND HOMINY, BREWERS' GRITS AND MEAL, BUCKWHEAT, RICE AND ALL CEREAL PRODUCTS.**

**ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!**

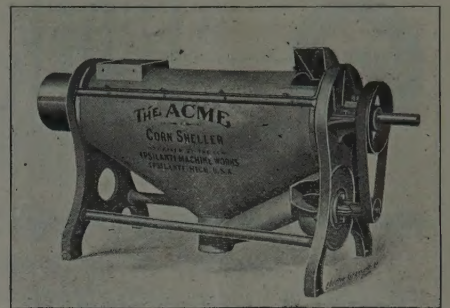
Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

**THE CUTLER CO.,** North Wilbraham, Mass.

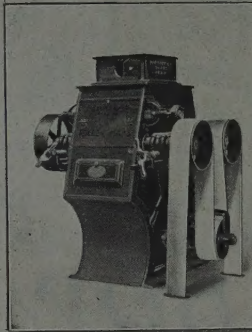
AND

## Feed Mills

MADE BY

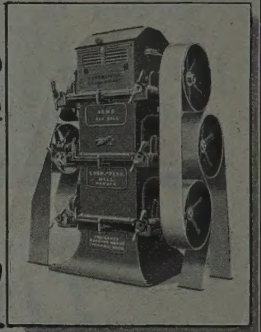


## YPSILANTI MACHINE WORKS, YPSILANTI, MICH.



**MILL BUILDERS AND FURNISHERS**

**ACME CORN AND FEED MILLS 4 AND 6 ROLLS.**



**Rolls Reground and Recorrugated.**  
© Send for Catalog and Prices. ©

## GRAIN PURIFYING PAYS.

It is just as essential as grading, cleaning and clipping.

Our process improves all kinds of grain by removing all impurities, such as smut, must and mold odors, and removes in part or whole any unnatural stain or discoloration without affecting the original state of grain, either in color or otherwise, as matured before cutting.

We own the only patent on a Grain Purifier and can sell you the right to use this process, together with instructions for erecting, e.c. Let us tell you fully what a Purifier will do for you.

J. L. MORRISON, President.  
W. T. McCRAE, Treas. and Manager,  
Kentland, Ind.

W. M. CHAMBERLIN, Attorney,  
Davenport, Iowa.

E. W. STUHR, Vice-Prest.  
D. H. STUHR, Sec'y and Ass't. Treas.,  
Davenport, Iowa.

## AMERICAN GRAIN PURIFIER CONSTRUCTING CO.

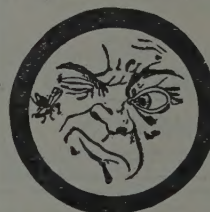
INCORPORATED.

PAID-UP CAPITAL, \$250,000.00.

KENTLAND, INDIANA.

or

DAVENPORT, IOWA.



This Man Has Troubles. You can Reduce Yours by Using

## The Spear Sample Envelope.

When you send your grain samples in these envelopes you have the assurance that it will arrive safely at destination.

Easily and Securely Fastened.

**Heywood Manufacturing Co.**  
MINNEAPOLIS, MINN.

## Rubber Elevator Belting

THE BEST  
MADE BY

**Boston Woven Hose & Rubber Co.,**

185-187 LAKE STREET, CHICAGO.

## JEFFREY ELEVATING CONVEYING MACHINERY



Chains (All Styles), Sprocket Wheels, Shafting, Pulleys, Take Up Boxes, Belt Conveyors, Elevator Buckets, Boots, Bolts, Hangers, Gearing, Swivel Spouts.

SEND FOR CATALOGUE.

**THE JEFFREY MFG. CO.**  
New York—Denver. Columbus, Ohio.



## The Clipper Special Corn Cleaner

THIS Cleaner is especially adapted to handling all varieties of field and sweet corn.

The Air Controller provides for an extra strong, heavy blast, which is regulated to carry off all chaffy, shrunken kernels and all husks, silks, pieces of cob, etc.

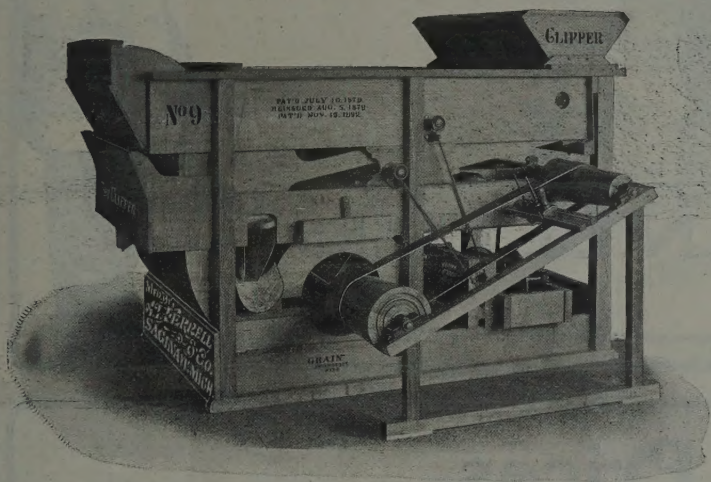
The Perforated Zinc Screens are selected to take out all "bullhead" or "tip" grains if desired, leaving a high grade of corn.

The Traveling Brushes keep the screens clear, adding to the results obtained and increasing the capacity of the Cleaner.

This machine will require less than two horsepower for cleaning corn or other grain and has no equal for elevators of medium capacity.

The Clipper Cleaner is easy to install, simple to operate, and gives the very best results. Write for our sample Plate of Perforations and Catalogue.

**A. T. FERRELL & CO., SAGINAW, MICH.**



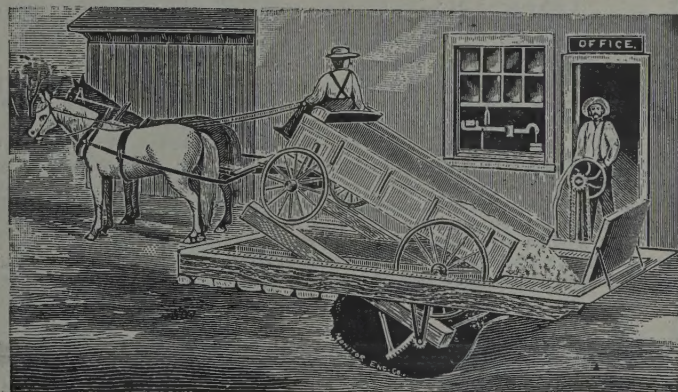
**No. 9 SPECIAL CLIPPER CLEANER**  
With Traveling Brushes and Special Air Controller

## DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

**The Paine-Ellis Grain Drier Co.**  
53 Chamber of Commerce, Milwaukee, Wis.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,

M. C. WOODWORTH.


MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., S. Paul, Minn., Northwestern Agents.



WORTH	PRICE ASKED	WHAT HE'D LIKE TO GET
\$100	\$200	\$300



## THE WISEMAN LETTERS

## Cutting Prices.

MY DEAR JOHN:

Just got your letter in which you tell me about the man from Just-as-Good & Co., who offers you a \$300 machine for \$200.

Since the old days I have cut my wisdom teeth several times. It has been a pretty expensive process, but long ago I got next to the fellow who offered me \$300 worth of "a good thing" for 33⅓ per cent discount.

When it comes down to Grain Cleaning Machinery it has always been a very interesting question with me to find out just where the manufacturers would stop in the question of price.

In looking over the field you will see to-day machines that sold five years ago at \$500 going a-begging for \$300. Long ago I worked out a little problem in this question of price. I figure that your \$300 machine represents the price your manufacturer *would like* to get. About \$200 would buy it without any argument, and when it comes down to the fine points, \$100 was about what it was worth.

When you buy a suit of clothes, John, you pay a price for that suit that *it is worth to you*. I can remember the time when I paid \$10.00 for a suit of clothes and a \$25.00 suit was not worth any more to me than the \$10.00 suit. Now-a-days I pay \$35.00 and \$50.00 for a suit of clothes, and they are worth every cent of it because I travel with a \$50.00 crowd.

It is a good deal the same way in Grain Cleaning Machinery. I find out that when you need a \$50.00 machine you have got to pay \$50.00 for it. There are no "cinches" hanging around loose in this world of ours and I have stopped wasting time hunting for them.

A great many manufacturers build a \$100 machine and put a \$300 price on it with the hope that they will catch somebody who thinks that it is a bona fide \$300 machine, but putting a \$300 price on a \$100 machine doesn't make that machine worth any more than \$100, and it is chances against you that you get the \$100 worth.

I like to deal with the fellow who knows what his machine is worth—asks the price, and then stops right there. The fellow with the sliding scale you can bet your sorrel mare against Josh Perkins' fish story that he has a sliding quality, too; that as fast as the price goes down the quality of the machine goes with it, and a great many of these sliding scales have an up and down to the price but only a down to the quality.

One thing that I like about the Monitor people is that they have an open-handed way of dealing with you. When the Monitor man came in to see me a few months ago he gave me a price on a machine. I jockeyed around for a while but I didn't make anything by it, and my previous experience with Just-as-Good & Co. told me that I had better pay the Monitor price and be done with it. I have got their machines in—had one of their Cranston Scourers in for twenty years and it is doing work to-day—doing it well, too.

There are no loop-holes in the Monitor guarantee and when they give you a guarantee that a machine will do a certain thing, it will do it, and you can get any kind of Grain Cleaning Machinery of them that you want. You can equip your entire department with them and every machine is just as good as the other for the purpose you want it for, and every machine is covered by the Monitor guarantee and you will get more satisfaction out of every hundred dollars that you put into a Monitor machine than you will in any other make on the market, and I think you know that my thirty years' experience has made me a few hundred dollars, and I think you know also that my thirty years' experience has taught me a good deal about the milling and the grain cleaning business, and if my opinion is worth anything to you, you won't monkey five minutes with the Just-as-Good man.

Yours truly,

SAMUEL WISEMAN.

### The Monitor Line includes:

Monitor Dustless Warehouse and Elevator Separator

Monitor Dustless Oat Clipper

Monitor Dustless Warehouse Smutter

And a full line of special grain cleaning machinery for any and all kinds of uses.

# Huntley Manufacturing Co.

Silver Creek, New York.